WHO'S WHO IN THE INDUSTRY-



ALFRED E. ROGERS

The records of the city clerk at Plattsburgh, N. Y., show that the air of the Lake Champlain region first filled the lungs of Alfred E. Rogers on March 13, 1904. Further, a file of old calendars show that that particular 13th of the month fell on a Friday, but if one pauses to study the accompanying picture of this robust akipper it is plain to see that the "fall" didn't affect him any weigh, shape or form.

At the age of 21/2 years, so it is said, while sitting upright at the family table, Al told his father he had mastered Lake Champiain; he knew its currents and cross chops, prevailing winds and shallow spots and desired more extensive bodies of water to conquer. On being asked if he had any preference in the matter of his next conquests Al said, "Yes, father, I prefer Los Angeles. It is near the Pacific Ocean and all of the advertisements that I have read urge me, s young man, to go west."

That he sold his family on the idea of seeking new climes is shown by the fact that we next find Al at Newport Harbor on the family's 58-foot cruiser, the "Sea Bee." As the "Sea Bee" wasn't fast enough to give him the thrills he wanted Al procured the "Magna," a hydroplane that could knock off 55 m.p.h., some hours. Being bounced around on the expanding bottom of a hydro proved to be entirely too strenuous for Al, not to mention the item of maintenance to the seat of his britches caused thereby. Soooo (with apologies to Ed Wynn) he became owner of the 36-foot San Francisco Bay sloop "San Souci." Next he acquired the six meter "Synnove which a syndicate of Newport Harbor Yacht Club owners had brought over here from Norway.

Alfred E. Rogers (the name as written here being known only to his clients) gained his early education in various Southern California schools. He graduated from

the Los Angeles High School in 1921, obtained his "A B" from Stanford University in 1926 and his "J D" from the same institution of learning in 1927. He passed the bar in 1928 and has practiced law in Los Angeles since that date. He was connected with the office of the City Attorney of Los Angeles for 3½ years and spent the next year and a half with the law firm of Bicksler, Parke & Calim leaving them at the end of that period to practice law for himself.

When only 27 years old Al was elected commodore of the Newport Harbor Yacht Club and if our records are correct he shares with Joe Jessop, staff-commodore of the San Diego Yacht Club, the honors of being one of the youngent commodores of a major Southern California yacht club.

Al was recently chosen as president of the Civic Regatta Association of Southern California, an honor of which he is justly proud.



DONALD W. DOUGLAS

H EAD of the Southern California Yachting Association for the past two years, by the unanimous choice of its members, Donald W. Douglas has done much for organized yachting on the Pacific Coast. In addition, he has, since 1924, actively supported the sport afloat and become one of its prominent figures and a formidable contender in any class in which he races.

Donald Douglas is a product of both the East and the West Coast yachting schools and his love of the sea is heart-rooted and ardent. It was back in 1907, while still a youngster, that he sailed Commodore Pierce's cat boat "Teal" into her class victory during Larchmont Race Week. That was the start of four grand years of sailing small boats of all types, some of them his own, on Long Island Sound. Then, Westward, ho!

Because of the war and multiple business activities, there was scant time for yachting until 1924. Then Douglas organized the Santa Monica Yacht Club and designed and built for it a fleet of four 24-foot Swampscott dories, one of which he raced for two years. Finally came the urge for larger boats, though there remained, and always will, affection for the small-boat classes. In 1926 he bought the schooner "Barbara Jean," in which he raced mostly with the Southern California 45-Foot Sailing Association. Four years later he had built the 76-footer "Endymion." Racing regularly, four years under schooner rig and the past two as a cutter, "Endymion" won to recognition as the Island Champion. When the "sacred Sizes" got going on the West Coast, Douglas acquired the Anker Siz-Metre sloop, "Gallant," in 1931, and took an active part in the year round battles of this hard fighting class. "Gallant" represented the United States in the 1932 Olympics at Los Angeles.

Commodore Douglas holds membership in the Californía, Los Angeles, and Santa Monica Yacht Clubs. He is commodore of the latter organization.



M. Rosenfeld

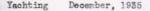
PAUL SHIELDS

PAUL SHIELDS, who has just parted with his Six-Metre "Challenge," the boat that turned back the Norwegian challenger for the Seawanhaka Cup in 1935, has been thought of by those who do not know him chiefly as the brother of "Corny" Shields. But it is time that Paul Shields should be known in his own right rather than as the brother of one of America's "top" racing skippers. It appears now (at least we have it on good authority) that Paul Shields is having a new "Six" built in preparation for next summer's invasion of the Scandinavians in this most active international class. This is good news.

Few yachtsmen in recent years have been as ardent in their support of small class racing as Paul Shields. A keen sailor in the Star Class, he has owned many boats carrying that class emblem on their mainsails, and in Rochester last August his new Star "Jack Rabbit," representing Peconic Bay, finished sixth in that hard fought series between thirty-five fleet representatives. Before that he owned the "Gull," which he raced in Star Class Internationals as far separated as Cuba and the West Coast. Before building the Six-Metre "Challenge" in 1934, he and Corny Shields owned the Six-Metre "Emerald," and in 1930 the two brothers sailed "Cherokee" in the series against the British for the British-American Cup.

Paul Shields started his sailing early in life. In 1902–03 he was racing boats at Sydney, Cape Breton Island, and the following two years, when living in Canada, at Sault Sainte Marie. This served as an introduction to his sailing in American waters adjacent to Long Island Sound. The coming summer will find him sailing in one of the new International one-design class for Long Island Sound organized by his brother.

His beautiful power cruiser "Apple Jack" serves both as tender to Paul's always numerous fleet of racing yachts, and as headquarters during his various campaigning expeditions.





FREDERICK W. (TED) CONANT

THE name of "Ted" Conant is synonymous with racing to the yachtsmen of the Pacific Coast, particularly those of Southern California, off the ports of which he has been sailing for many years. Yet few of them know how the boy, born Frederick Warren Conant, "learned his trade" and acquired a wizardry of the helm that marks him as one of the foremost racing skippers of the Coast.

"Ted" Conant began his yachting career at the age of ten years with a self-built six-foot punt which he naviaated with complete success until he was caught in it one day by his father blithely riding the ocean swells off Santa Barbara Point. So something larger and safer was required and in 1904 he built a 12-foot dinghy and became the ace small boat skipper of Crescent Bay. By the time he was 17 years of age he and Cort Voorhees had acquired and were sailing a 20-foot cat boat, the "Peggy," Shortly after leaving college he served in the World War and did not leave the Army, where he attained the rank of Captain of Engineers, until 1921. In 1922, after twelve years away from sailing, he returned to salt water as skipper of the Nicholson-designed 20rater "Patricia," recently purchased from Vancouver and brought to Southern California. Earning an enviable reputation in her during the next six seasons, Conant took the helm of Owen Churchill's new Class R "Friendship" to win the championship of the class in 1928. The two following years he sailed the Eight-Metres "Babe" and "Angelita," and then had two successful seasons in the Six-Metre "Lanai." More recently Conant has been sailing Donald W. Douglas's Six-Metre "Gallant," the United States entry at the Tenth Olympic Games, sailed off Los Angeles in 1932, in which series the Swedish "Bissbi," was the winner. In 1934 he sailed "Gallant" into the championship of her class.

"Ted" Conant is a member of the Los Angeles and California Yacht Clubs.

WHO'S WHO IN YACHTING-



RICHARD SCHAYER

Born in Washington, D. C., December 13, 1880, Dick Schayer has always had a yen for writing. After obtaining his grade and common schooling in the District, and doing a trick at Georgetown University, he obtained a job as a cub reporter on the Washington Post. From that time on he used his natural abilities, writing for newspapers and magazines, acting as press agent for theatrical companies, serving as dramatic critic for some of the country's best sheets and now knocks out some right snappy and acceptable Incidentally, in the scenarios. newspaper world his top story was a vivid account of the Iriquois Theater fire in Chicago years ago. That, as some will remember, was the time Mrs. O'Leary's cow tried to kick a flock of collar buttons down a duck's ear and while thus wildly waving a hindermost appendage knocked over a barn lantern that wound up so disastrously. Dick also covered the Thaw trial and the Titanic disascovered the ter, which may (and may not) account for a lot of the atmosphere that now surrounds him.

Mr. Schaver's son Dick was in dear ol' Lunnon in 1914 when the big war started and enlisted in the British Army as a Canadian. Tt is understood that he is the only American to receive the Mons Star, a decoration given to all men in the British Army who were engaged in the first three He months' cracked up in 1915, discharged and returned to America. hostilities. Was

His first scenario was written in 1916 and was about Rasputin, the Black Monk. Those who attended the offerings of the shifty shows in those days will recall that the picture was a wow, which is undoubtedly the reason why Dick has remained and prospered in California.

It was around Gloucester, Mas-Pacific SkiPPer Oct. 1936 sachusetts, and down Maine way that our literary friend obtained his first experiences in yachting and these at the tender age of 8 years. His first yacht was a 35foot Friendship sloop which he used for cruising along Maine's coast. The first craft Dick owned on this coast was acquired in 1921 and was a Fellow's sloop, 30 feet on the waterline. Next he ob-tained the 47-foot auxiliary yawl "Cheerio II" which he later dis-posed of, immediately thereafter buying the six-metre sloop "Naiad" and the 45-foot cruiser "Cheerio III." The latter Dick sold and then became the regis-The latter Dick tered owner of the 40-foot ketch "Moana." I nshort, the scenario writer's fleet now consists of the "Moana," "Naiad," and a sailing dink or two.

> It is reported from reliable sources that on this coast Mr. Schayer has experienced considerable trouble with his crew, trouble that at times bordered on mutinity. Not that it has any direct bearing on the case, but it is amusing to note that Commo-dore Paul Lamport and Norman Marsh are regular members of the staff-commodore's crew.

> So, if you are ever in Cincinnati, the scenario writer will make your home his home.

New One-D Sloop for

By Chet

Southland yacht racing w with a brand new one-design created by a recently-develope cepted with alacrity by racing-c

Titled the California 32-foot One Design Class Sloop and sponsored by an association of local Corinthians bearing the same name, the yacht advocated is designed and built to the following specifications: Overall length, 46 feet; waterline length, 32 feet; extreme beam, 10 feet 9 inches; extreme draft, 6 feet 9 inches; sail area, 857 square feet; auxiliary motor, 25 horsepower; ballast, 10,500 pounds lead; spar, hollow. Interior arrangements, building material and equipment specifications will be uniform.

Functions and sponsorship of the class will be directed by the California 32-foot One-Design Association, of which Temp Ashbrook has been elected secretary.

SUPPORT OF MOVEMENT

In support of the movement for a one-design class the following local Corinthians have contracted for spring delivery: Temp

YACHTSMAN OF THE MONTH

By F. PIERCE SHERRY



THE MAN: Stanley H. Barrows (left) aboard his Six Meter Strider, talking racing tactics with Jimmie Michael, who has been sailing with him.

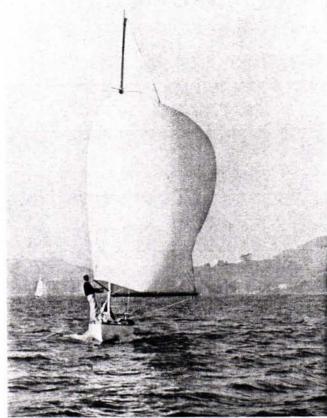
N ONE of our boat owners can more fittingly be called "a yachtsman" than Stanley H. Barrows. At the St. Francis Yacht Club the other day we cornered the skipper in turtle-neck and salt-faded cap taking on a spot of food as an interlude between a tuneup race and the job of preparing his boat for her trip South. It came out that this business of yacht racing has high-spotted his life since 1896.

Barrows' first boat—a 15' cat—was a product of his own hands, and back there in Chicago he acquired successively boats measuring 16', 18', and 20' overall. His first claim to fame came with *Mildred*, a smart 30' sloop that W. H. Hand had designed for President Cleveland's use on Buzzard's Bay. This combination of man and boat took championships in Great Lakes 4-A Class for three straight years.

The venerable Jackson Park Yacht Club elected Stanley Barrows to its Directorate in 1902, and on to Rear Commodore the following year when he sailed on *Vencedor* which won the historic Mackinac Race.

Moving over to Lake Geneva, Barrows raced the tricky Bilgeboards of the scow type common to inland waters. He skippered *Lazy Bones* to a championship in 1904, and again in 1905 at Lake Minnetonka, Minn.

The acquiring of championships was shelved for other considerations until Barrows rediscovered the sport upon his arrival for residence in San Francisco in 1929. Everyone had been reading about the success of the Bermuda winner *Dragoon*: Stanley went East and brought her to California. The 67' ketch immediately won the local name of "Picture Ship" by her smart



HIS BOAT: Strider, formerly Lulu, leading St. Francis, sailed by Charles A. Langlais.—Photos by F. Pierce Sherry.

appearance and complement of beautiful sails, and Barrows outsailed all local competition and through two Pacific Coast Championships until 1936 when he sold the boat to Ronald Colman of Los Angeles. Meanwhile the graceful black racer has cruised offshore to Panama and to Alaska.

With his purchase of *Manana* in 1937 Barrows meant to provide San Francisco Bay with an outstanding yacht. En route home with the 98' schooner the skipper got her through the Caribbean Sea and to Cartagena, but the discouraging succession of crew difficulties prompted the abandonment of the trip and the return to New York where the boat was sold. The balance of the sailing season was passed in the role of guest skipper on several San Francisco yachts, notably Dr. Bruck's *Hussy*.

Barrows was the logical choice of the St. Francis Y. C. 6-Meter Syndicate when it was decided to send East for a boat to be sailed in the 1939 Pacific Coast Championships. Briggs Cunningham's *Fun* was bought for the club, and her sister ship *Lulu* came along West as Barrows' personal property, which he re-christened *Strider*.

Strider's first appearance in a regularly scheduled race will be at the Christmas Regatta at Newport Harbor on December 31st and January 1st. She will then be laid up in Southern California awaiting the Midwinter Regatta at Los Angeles Harbor, from February 22nd to 26th.

In recognition of his services to the sport, Stanley Barrows was elected Commodore of the Pacific Coast Yachting Association last January.



12th, Rear Commodore Binger's Aiger 14th, and in class II W. B. MacDonald's Marbob 4th,

The Olympia Yacht Club's Commodore's Cup Race will be held Sept. 6th. The course is from Horsehead Bay through Carr Inlet, around Green Point through Hale Passage through Balch Passage North of Eagle Island, through Drayton Passage up Case Inlet around Herron Island then to Itsami Ledge and through Dana Passage and down Budd Inlet by the steamer channel to the finish line at the south end of the Port Dock.

BALBOA ANGLING CLUB By LEE JONAS

BROADBILL have been doing their stuff for the fisherman in a big way. Four fish were weighed in at the Balboa Angling Club during August. The largest, a 446-pounder, which is the largest on record for rod and reel at the club, was taken by Paul M. Rogers of Newport Beach in two hours thirty-four (Continued on Page 35)

——Photograph by Harry Merrick Joyce Horton, daughter of Vice-Commodore W. L. Horton, Los Angeles Yacht Club, sailing her Lehman Dinghy Candy Cane. It will be noted that she has kidnapped her father's crew, Mrs. W. L. Horton.

Below Left: Commodore Paul Anthony's 32-ft. Stevens Cruiser, Guaroni, on Monterey Bay. Right: Tony Petti's schooner, Story II, with her designer, Frederick Rand Rogers, in the



YACHTSMAN OF THE MONTH



THE MAN: Bill Slater. Here he is caught by the camera in the act of performing the wizardry that lands him so often in the top spot.



HIS BOAT: The grand little thorobred, Lanai, designed by Clinton Crane and built in 1925 for the express purpose of bringing the Seawanhaka Trophy back to America from Scotland.—Photo by W. C. Sawyer.

When our readers see a Six Meter skipper on this page for the second time in succession they are going to wonder if we ever heard of any of the other classes. But the truth is that the remarkable work of Bill Slater at the stick of *Lanai* leaves us no choice. Anybody who wins so consistently against the kind of competition he has to face simply must be recognized, excepting possibly by the blind, the deaf and the dumb; and even their armor must be pierced to some extent.

Space forbids our listing Lanai's victories of the past few years, but all hands know that winning has become a habit with her. However, we can give a brief outline of Bill Slater's yachting experience. It was in 1925 that his father, L. N. Slater, 1938 Commodore of the Southern Californai Yachting Association, gave him a 10' Flapper punt which he named *Rats*. The following year he stepped all the way up to a Sea Mew, which is a 14' catboat.

In 1932, when he was only 15 year old, Bill suddenly "graduated" into the Six Meter Class as the owner of Lanai. It must have been like having the hot water suddenly shut off in a shower bath, for Bill found himself pitted against such sailors as Ted Conant, Charley Langlais, Arthur Rousseau, Donald Douglas, Bill Bartholomae, Morgan Adams, Russ Simmons, Al Rogers and others of similar abliity. As was to be expected, Bill Salter trailed in the lower brackets for some time. Therein probably lies the secret of his later success, since yachting history discloses no better vantage point for learning racing tactics than the rear of the procession. One naturally becomes curious to learn the reasons, and if he will resolutely use his brain to dig up the facts instead of his imagination to invent a series of alibis, he has a swell chance to avoid making the same mistakes more than fifty times. Bill must have realized that alibis would be particularly useless to him; Lanai's record under such skippers as Sherman Hoyt, Clinton Crane, Clifford Mallory, Herman Whiton and Ted Conant simply put him on the spot.

Well, he studied Currie and everything else he could find on the subject of aerodynamics, he backtracked in his mind over all the incidents of his races, he picked a crew of his young friends who could and would come out every time, he made all sorts of changes in rig and trim and he kept on trying. In fact, Bill Slater is probably self-taught to a greater degree than most racing men, for he can count on his fingers the number of times he has raced in the crews of other boats. Bill gives the chief credit for his present success to his crew. They in turn disagree violently and pass the buck right back to him; all of which discord makes for that harmony between skipper and crew that is so essential for winning.

However, Bill is about to receive the very hardest test of his racing career in the Midwinter Regatta at Los Angeles Harbor, February 22nd to 26th. An invasion of two, three or four Sixes from San Fransicco Bay will provide the laboratory for this test. All these boats have been built within the past three years, while *Lanai* is of 1925 vintage. She defeated one of them, Stanley Barrows' Strider, ex-Lulu, at the Christmas Regatta, but this was inconclusive owing to the drifting conditions and Barrows' lack of local knowledge. Probably *Lanai* hasn't speed enough to win with equal handling. Bill though has considerably more recent experience with Sixes than the San Francisco men, so there is a faint but not good possibility that he and his crew may supply the *Lanai's* deficiency. Sticking around to see will make this regatta doubly interesting to the rest of us.

Bill has just turned 21 and is a senior at the University of California at Los Angeles, where he is studying Engineering and Business Administration.



DR. ALBERT SOILAND

X ACHTING on the Pacific Coast lost its leading figure on May 15th, 1946, when Dr. Albert Soiland died in his native city of Stavanger, Norway, at the age of seventy-three.

The American Medical Association has honored him for his distinguished career as a cancer specialist, who came to America at an early age. He soon determined to be a doctor, and to earn the money for his education he sold magazines on trains and worked up to the position of Pullman Conductor. Meeting a Dr. W. D. Terry of Denison, Texas, he became interested in the treatment of cancer. He did his studying between trains, and finally completed his medical course at the University of Southern California. In a few years he established a cancer clinic in Los Angeles.

He left almost his entire fortune, nearly one million dollars, to endow the Albert Soiland Cancer Foundation. His life is a typical success story of free America.

Is was inevitable that Dr. Soiland's Norwegian ancestry would come out in his love for yachting. He was one of the early members of the South Coast Yacht Club, joining it in 1906 and acting as Commodore in 1915, the year he sailed his 42-ft. ketch *Viking III* in the Los Angeles-San Francisco Race. Shortly before the outbreak of World War I he organized the Newport Harbor Yacht Club and served as Commodore for two years. In 1921 he was the leader in combining all the yacht clubs in the southern part of the State to form the Southern California Yachting Association and was the first Commodore of that organization. The year 1923 saw the birth of the Pacific Coast Yachting Association with Albert Soiland as its first Chairman. That same year he entered his 56-ft. schooner *Viking IV* in the Honolulu Race, sailing again in that contest on John Barrymore's schooner *Mariner* in 1926 and on Walter Horne's *Contender* in 1930. In 1928 he organized the Transpacific Yacht Club, open to amateurs who have taken part in transpacific races.

He served the Navy as a Medical Officer in World Wars I and II, returning to civil life last fall with the rank of Captain.

But a mere recital of Dr. Soiland's accomplishments falls far short of describing him as a man. Those who knew him best remember above all his kindliness and warm friendship. He wanted to get to the bottom of every subject he touched. And so he not only became a capable skipper and navigator, but he studied the history and traditions of yachting and saw that knowledge of them was spread among the yachtsmen of this coast. Beyond everything though was his enthusiasm. It was contagious and affected everybody he worked with, and that is the big reason why every single yachting organization he founded is still prospering so well.

Dr. Soiland also had a knack of picking the key action that would put any project over the top. As an instance, in 1928 some Long Island Sound yachtsmen were coming to the coast for the Midwinter Regatta with three fast Six Meters. The Pacific Coast had only one outclassed Six. Dr. Soiland suggested that the Newport Harbor Yacht Club start things rolling by buying a Six Meter. But time pressed, so without waiting to see whether any other members would contribute, Dr. Soiland advanced the money for the Six Meter *Synnove* to be shipped from Norway by Johan Anker, and she flew the club's burgee at the regatta. His lead was followed by several other yachtsmen of both Northern and Southern California, but the "oomph" that enabled the coast to be properly represented came from Dr. Soiland.

Well, a good friend and an effective worker is gone. But he left behind an example and an impetus that will be felt by remote generations who may never even know his name.



CHARLES H. W. FOSTER

THIS month Mr. Charles H. W. Foster, of Marblehead, will begin his sixty-first season of competitive sailing. With a record astern of 1500 races in six decades, this Massachusetts sailor may rightly be regarded as the ranking senior yachtsman of America.

The Foster fleet has included practically every type of vessel, from a three-masted coasting schooner that was used as a houseboat to a little dory with a unique yawl rig. Mr. Foster sailed his first race as one of the crew of a catboat in a Beverly Yacht Club regatta in Salem Bay, in August, 1873, and he acquired his first boat, a spritsail lobsterman, a couple of years later. From 1880 to the present time he has been represented in almost every prominent racing class in Massachusetts Bay — cats, sloops, 21-, 40- and 46-footers, Sonders, Six- and Eight-Metres, "R's," and "Q's," beside auxiliaries, steam yachts and launches.

beside auxiliaries, steam yachts and launches. The schooner "Puritan," in her last years as a yacht, was owned by Charles Foster, and it was he who gallantly came to the financial rescue of the "America" when she was threatened with destruction a few years ago. It was mainly due to his generosity that the historic yacht was sold to the Naval Academy for a crisp dollar bill.

Mr. Foster has always been a yachtsman with a keen interest in experimentation. Next to sailing a boat his delight is in trying out some new gadget. He is a true sportsman and takes more pleasure in gloating over his bulging store of pleasant yachting recollections than in the flock of prizes which he has won.

The membership list of the Corinthian Yacht Club is headed by the name of Charles Foster, and he was one of the founders of that organization. His other affiliations include memberships in the Beverly, Eastern, Boston, and the New York Yacht Clubs.



ADRIAN ISELIN II

BY HIS recent capture, for the second time, of the Bacardi Cup in his Star boat "Ace," during the Mid-Winter races at Havana, Adrian Iselin II has once more entered the name of Iselin, so well known to yachting fame, in the log of yacht racing victories.

Adrian Iselin II probably inherits his gift for yacht racing from his father, Charles Oliver Iselin, who was for years one of the most active participants in the defense of the America's Cup in the syndicates which raced "Vigilant," "Defender," "Reliance," and "Columbia." With this background, it is not surprising that Adrian Iselin II took to the water at an early age and was well schooled in the fine art of yacht racing. He has owned, and raced successfully, boats in many classes, including the Victory, Six- and Eight-Metre classes, but his main interest now seems to lie in Star boats. In 1924, with his first "Ace," he won the International Star Class Championship, taking the trophy back to Port Washington, the birthplace of the Stars; and his home port. Since that time he has always been a dangerous contender in that series as well as in all other Star boat events.

Adrian Iselin II has not, however, confined his yachting entirely to the smaller classes. In 1930 he was a member of the afterguard of the America's Cup defense contender "Whirlwind," and his keen sense of yacht racing tactics has contributed to the strength of the afterguard in many other important racing events.

Long Island Sound has been the center of his yachting activity, and he is a member of the Port Washington, Larchmont, and New York Yacht Clubs.



ALBERT B. FAY

THE man who took the major portion of the silverware in the recent St. Petersburg-Havana Race, Albert B. Fay, is a product of the Gulf Coast school of yacht racing, although he has done considerable sailing, in his cutter "Starlight," off the North Atlantic Coast as well.

His sailing career began, if memory serves, in the little Fish Class boats at Houston, Texas, near which city he has always lived. This is the class which furnishes such keen competition every year for the prized Lipton Trophy. Later, during his high school and early college days, he sailed in the fast 35-foot sloop "Sorceress II" with his brother Ernest Fay. In 1935, while at Yale, he had the cutter "Starlight" built from designs by Olin Stephens and raced her on Long Island Sound in several long distance events before he sailed her from New York to Texas with several of his classmates as crew. Thus, he was inoculated with the ocean racing virus and in 1936 he sailed "Starlight" across the Gulf of Mexico to take part in the Miami-Nassau Race and the long jaunt from St. Petersburg to Havana. Then, bringing her north, he sailed "Starlight" in the rough race of that year to Bermuda.

The following year again found "Starlight" up with the leaders in the two big southern long distance races, although she did not win either of them. But this year "Starlight" and her young skipper "came through" and in the St. Pete-Havana classic she was the first to finish, won on corrected time against the fleet and took first in Class A.

In addition to his fast cutter, Albert Fay owns a Thirty-Square-Metre Class sloop which he sails on the waters near Houston, where he is one of those helping to organize the new Texas Corinthian Yacht Club. While at college he was also a member of the Yale Corinthian Yacht Club.

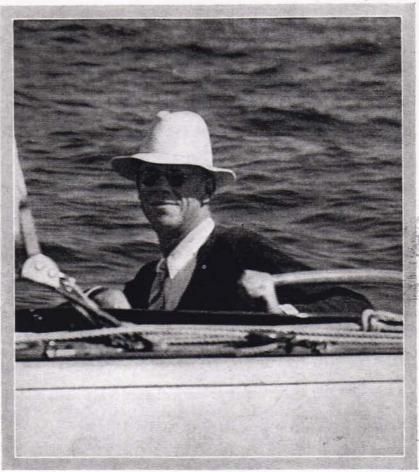


HERMAN F. WHITON

HERMAN WHITON who, in July, won the Scandinavian Gold Cup, sailing against the best of the European "Sixes," may with reason be called one of our foremost "internationalists," for most of his racing has been in the Six-Metre Class against foreign competition. Not only did he sail his new Six-Metre "Indian Scout" in the races for the Gold Cup and, later in the same month, in the team races for the British-American Cup which the Americans won in four straight races, but he designed her as well. With him, however, designing is an avocation and not a profession. The first boat he had built from his own designs was the Six-Metre "Erne," in 1934. She did not prove to be outstanding and he sailed his other "Six," "Cherokee," in the trial races for the British-American team that year.

Herman Whiton began his sailing in the Herreshoff "S" Class on Oyster Bay about 1923. In 1926 he graduated from Princeton and that year he bought the Crane-designed "Lanai." Taking her to Norway, he won the Scandinavian Gold Cup and brought it to this country, where it stayed only a year, going back as a result of the Scandinavian invasion of 1927, which showed us for the first time the Genoa (though we then called it Swedish) jib. Liking the Six-Metre Class, he built the "Cherokee," from designs by Sparkman and Stephens, and she was selected for the British-American team that year, being sailed by "Corny" Shields. In 1935 he chartered "Bob-Kat" and sailed her abroad but did not succeed in his quest for the Gold Cup. This year he designed "Indian Scout" and had her built. Completed just before the spring series in Bermuda, "Indian Scout" showed up well and was one of the outstanding boats. She was selected for the American team to go to the Clyde, and was probably the fastest boat on a fast team. Subsequently, she was taken to Copenhagen, where at this writing she is still racing.

Herman Whiton sails under the burgee of the Seawanhaka-Corinthian Yacht Club.



M. Rosenfeld

PHILIP J. ROOSEVELT

ONE of the sailing Roosevelts, Philip J., captain of the Six-Metre team which won the British American Cup on the Clyde this year, needs no introduction to American yachtsmen. As president of the North American Yacht Racing Union, to which post he succeeded Clifford D. Mallory last year, and as a flag officer of the Seawanhaka-Corinthian Yacht Club, he has worked hard for the building up of the sport which is his chief recreation.

Brought up near Oyster Bay, Long Island, he was sailing on that body of water almost before he could swim. His first racing experience was in one of the Cranedesigned Seawanhaka 15-footers. The war interrupted this activity, and when the trouble was over he owned and sailed one of the Herreshoff Class S sloops until the Six-Metre Class became important and international racing in it was sponsored by the Seawanhaka-Corinthian Yacht Club. Since then most of his racing has been in that hard-fighting class, except for two Bermuda Races and some other long distance events in the schooner "Mistress," owned by his brother George E. Roosevelt.

A member of a number of Seawanhaka syndicates, he sailed in the "Mars" for a couple of seasons with Van S. Merle-Smith and Henry Anderson. In 1935 he sailed "Jill" on the American team which was beaten by the Scandinavians off Oyster Bay, and was captain of the team. He sailed "Jill" again this year. The photograph shows him in the cockpit of that boat.

In addition to the Seawanhaka Corinthian Yacht Club, of which he is rear commodore, "Phil" Reservent is a member of the Cruising Club of America and the New York Yacht Club.



ARTHUR KNAPP

PROFICIENCY in sailing a yacht is not necessarily a matter of years, as many of the older sailors are discovering this summer, and this month we present one of the younger skippers, Arthur Knapp. And yet "Artie" is much older in sailing experience than his years alone would indicate, for he started in a boat very early in life and has stuck to the water ever since, almost to the exclusion of any other sport. Before this issue of YACHTING comes off the press, it is likely that Arthur Knapp, who has been sailing Melville Griffiths' "Kenboy," will have won his third consecutive championship in the Interclub Class of Long Island Sound, and to anyone who knows or has raced in this keen class this is proof enough of one's ability as a racing skipper. But Knapp has not confined his sailing to this hot class and has been seen in important events in the International Six-Metre and other well-known classes as well. At home in anything from a sailing dinghy to an ocean racer, his experience has been wide and varied. As early as 1922 Arthur Knapp won the Sears Bowl for the Junior Championship of the United States and in 1924 was the junior champion of the Sound.

In 1928, while at college, Knapp was captain of the Princeton crew which won the Intercollegiate Championship that year. Two years later, in his Star Class "Peggy Wee," he won the International Championship of the class, sailed that year on Chesapeake Bay. He has sailed at Bermuda in the Interclub-Bermuda One-Design team matches, and he was skipper of "Kenboy" in the match between those classes sailed last month on the Sound, which the Interclub team won. He has raced in several Bermuda races and has frequently been a member of "Dorade's" crew. Altogether, his life afloat has been a full one. A product of Little Neck Bay, he still retains his membership in the Bayside Yacht Club and is also affiliated with the Larchmont Yacht Club.



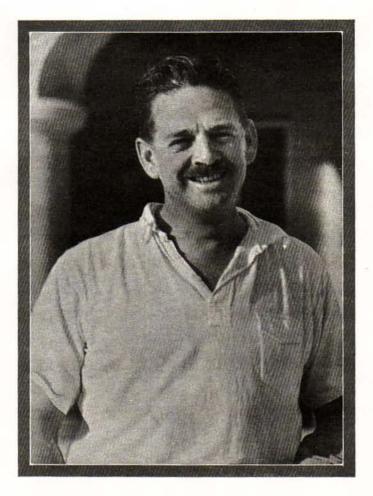
WILMOT V. CASTLE

UP ON Lake Ontario, Wilmot V. Castle, or "Rooney" Castle, as he is known in yachting circles, does not need to be introduced to sailormen. His masterful handling of the "Conewago," successful defender of the Canada's Cup for the Rochester Yacht Club last month, stamps him as a racing skipper of unusual ability. Yet those who knew him best, or had sailed against him previously, did not have to wait for this international match to recognize his skill.

In 1930 "Rooney" Castle sailed "Cayuga," a syndicate Eight-Metre built that year for the defense of the cup that means as much to the Great Lakes sailors as the America's Cup does to salt water yachtsmen. The racing was keen that year and "Cayuga" and "Conewago" were both beaten out in the trials by W. P. Barrows' "Thisbe." The following year Castle became part owner of "Conewago" and he has thus had her for two years and was successful this summer against the same two yachts in the elimination series, and was chosen to defend, winning the international match against the Canadian "Invader II" by three races to one.

"Rooney" Castle acquired much of his racing experience in various sizes and types of yachts on Lake Ontario, but in recent years he has been seen chiefly in the 20-raters, "R" Class, where in 1929 and 1930 he owned and sailed "Safara" in that hot class.

The race last month was his first big international match as skipper.



E. C. (TEDDY) GOSLING

B *ERMUDA* has produced some excellent racing skippers, as many American yachtsmen have found to their sorrow when they have met them either in Bermudian waters or on Long Island Sound, when the 'Mudians have brought their boats here on occasion to get a little outside competition. Among these, E. C. Gosling, better known as "Teddy," ranks well up. Owner and skipper of "Long Tail," one of the Bermuda One-Design Class, he has done his share of making the going rough for the Long Island Sound Interclub teams that have "taken on" the Bermuda One-Designs every year since the two classes were organized. The annual team match between yachts of these two classes is one of the features of the spring racing season in Bermuda each year. One of these series will be sailed early in April in Great Sound.

In addition to being one of the "headliners" in the Bermuda One-Designs, "Teddy" is often found in one of the Bermuda "Sixes," which also have been hard nuts in recent years for the U. S. "Sixes" to crack.

A former commodore of the Royal Bermuda Yacht Club, and a member of several of the race committees that have handled the biennial race from New London to Bermuda, "Teddy" Gosling is extremely popular with American yachtsmen, and an ideal host to them in his home waters.

If Bermuda yachtsmen had been eligible for consideration in the unofficial list of Ten Best Racing Skippers, the names of several of her sailors would undoubtedly have been found there.



N. BAYARD DILL

IN HIS official capacity as Commodore of the Royal Bermuda Yacht Club, Bayard Dill played host last month to the swarm of American and European yachtsmen who sailed the big fleet of nearly fifty yachts in the Bermuda Race. But Bayard Dill does not need any official rank to make him an ideal host. His friendly greeting, his engaging smile and his ready wit are enough in themselves to make everyone who knows him count him a friend.

Like most Bermudians, Bayard Dill learned to sail a boat before he could walk. He's tried his hand at everything under sail that is found in Bermuda waters. He's been racing with or against the "top notchers" in his home waters for many years, and that in itself is a liberal education, as everyone knows who has tried it. He took time off to attend Cambridge University and, if our memory serves, while in England he sailed with J. Seward Johnson, his brother-in-law, in one of the American boats of the Six-Metre team racing for the British-American Cup. He's at home in the "Sixes" at Bermuda and he owns and sails the Bermuda one-design "Cardinal." He's a member of a firm of attorneys in the Islands, most of the partners of which never let the legal profession stand in the way of their sailing. His qualifications and his amiable disposition should make him a great success at the bar.

Bayard Dill has long been a member of the Royal Bermuda Yacht Club and had served it in many capacities before his election this year to the post of Commodore.



A. E. LUDERS, JR.

FW of the younger racing yachtsmen on Long Island Sound have had as wide an experience, or been as successful in fast company, as A. E. ("Bill") Luders, Jr. He was hardly sixteen years of age when he sailed his Six-Metre "Hawk" to the championship in 1926, and five years later he again took first honors in this class with his "Totem," a noted light weather performer, with 17 firsts in the season's racing. While much of young "Bill" Luders' racing has been in the Six-Metre Class, he has raced and crewed in larger yachts also, and in 1929 he sailed Albert Johnson's Ten-Metre "Nachvak" to third place in the season's standing, winning eight first places with her.

"Bill" Luders has been fortunate also in sailing with many skippers of outstanding merit. In 1928, he raced on the Clyde with "Bubbles" Havemeyer in the Six-Metre "Red Head," where she was beaten, and then went to Norway, where he sailed with Clinton H. Crane on the "Akaba" when she won the Seawanhaka Cup from "Figaro V." Last year he was at the helm of the Six-Metre "Silroc" and doing well until he withdrew to sail in the British-American Cup trials. In between his seasons in the "Sixes" he has varied his sailing by trying his hand in the Tweive-Metre, Atlantic Coast and Interclub Classes. A pretty comprehensive experience for one hardly yet twenty-five years of age. "Bill" has sailed in Bermuda in several events there, but without too much success, and this year he skippered the Interclub "Barbara" in the series against the Bermuda One-Designs, the latter class winning the series. He claims allegiance to three yacht clubs, the American, Indian Harbor, and Stamford.



Commodore Junius S. Morgan, Jr.

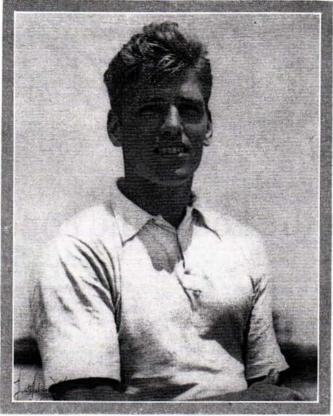
THE new commodore of the New York Yacht Club, Junius Spencer Morgan, elected at the annual meeting in December, is the third generation of a yachting family to head this oldest of American yacht clubs. In selecting him the organization has again chosen a yachtsman who has been active in racing on Long Island Sound for many years.

Junius Morgan's grandfather, J. Pierpont Morgan, flew the senior flag officer's pennant from 1897 to 1899, while his father, J. P. Morgan, served as commodore for three years, from 1919 to 1921. The present senior officer has served as vice-commodore and rear-commodore since 1928.

Going back twenty years, to 1912, we find Junius Morgan racing the sloop "Turquoise" in the Glen Cove Jewel Class organized a few years before. She was followed by several other small yachts in which he cruised and raced, and in 1920 he sailed his "Mary Rose" in the Victory Class, organized just after the close of the war, during which Mr. Morgan saw service abroad in the U. S. Naval Reserve. Then followed several years in the Seawanhaka Yacht Club one-design S Class "Puffin," and in the then hot racing 20-rater class (R) in "Game Cock," which he owned with George Nichols, and in his own boat, the "Grayling."

When the M Class was organized Junius Morgan had the "Windward" built, and raced her for two or three years. Although he still owns her, none of this class was out last year. In 1930 he was an active member of the syndicate which built the "Weetamoe" for the defense of the America's Cup. He also owns the fast power boat "Shuttle," built in 1928, and before that he owned the power cruiser "Magnet."

It is hoped that Commodore Morgan's racing flag will be seen again this year when the season opens.



Harold Haliday Costain

RODERICK STEPHENS, JR.

NOT many years ago a fair-haired, unassuming kid might have been seen sailing about the waters of Cape Cod in a little boat with his slightly older, but equally tow-headed brother. Unknown in yachting circles then, Roderick, and his brother Olin were laying the foundation for a yachting career which has made proverbial the name of Stephens in the world of yachting, both in this country and abroad.

Under interested parental guidance the two boys, "Rod" always in company with Olin, were given larger boats with which to play — constructively. From the first little Crosby knockabout they graduated to a 26-foot cruising yawl, the "Trad," and later to the 40-foot ketch, "Sou'wester." After several years' experience in cruising boats they turned to racing in the "Scrapper," the "Alicia," a Sound Schooner, and then the Six-Metre "Natka," with which they enjoyed moderate success and won a Six-Metre series at Larchmont.

In 1930 "Dorade," combining their cruising and racing experience, was built, and, while it was Olin who designed the boat, it was "Rod" who supervised and carried out the details of her construction. With her — it is scarcely necessary to repeat — they started in by taking second place in Class B of the 1930 Bermuda race, and then won the Transatlantic and Fastnet races of 1931. The next year, with "Rod" in charge, "Dorade" took first place in Class B of the Bermuda race.

This year "Rod" sailed "Dorade" to Norway and then went down to Cowes to win the Fastnet Race for a second time. But of all "Rod's" and "Dorade's" achievements, the most outstanding — to our way of thinking was the westward Transatlantic passage from Bishop Rock to Pollock Rip, made in 22 days and 15 hours, surely a record for boats of her size, and considerably larger, that will stand as long as "Dorade's" 15-day eastward passage from Nantucket to Bishop Rock in the Transatlantic race of 1931.

Roderick Stephens, Jr., is a member of the Larchmont Yacht Club, "Dorade's" home moorings — when she is at home — the Cruising Club of America, and the Royal Ocean Racing Club of Great Britain.



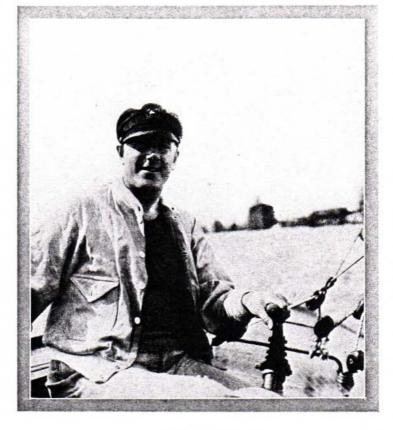
"The Bermudian" Studio

JAMES E. PEARMAN

HERE we have James E. Pearman, one of Bermuda's "crack" skippers and at present Rear Commodore of the Royal Bermuda Yacht Club. As the winner of the coveted Prince of Wales Trophy in the recent Six-Metre series sailed off Hamilton, he beat several of the topnotchers in this hard-sailing International Class.

"Jim" Pearman began coming to the front in the Bermuda One-Design Class, in which he sailed his "Starling" in the matches against the Long Island Sound Interclub Class both at Bermuda and on Long Island Sound. He was a member of the team this year that beat the Interclub boats in four straight races early in April. Then, stepping into the Six-Metre "Achilles," he won two of the four races against the three "Sixes" from the United States, and was high boat with twenty-one and a half points to his credit — which is "going some" in that company.

Like most 'Mudians, Pearman learned to sail a boat while still young. He has been at it for some time now, and in stiff competition with such clever racing skippers as Eldon and Kenneth Trimingham, Bayard Dill, Hal Butterfield and Ted Gosling, he had no easy road in working his way to the top. However, he has "arrived," as his work this year testifies.



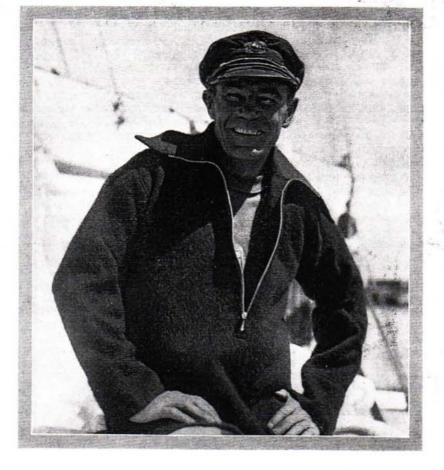
ALBERT CHRISTIE

A^S AN enthusiastic racing and cruising sailor, few men on the West Coast are better known to yachtsmen than Albert Christie, better known to his friends and the public as Al Christie. In fact, one has to go to "Who's Who" to find what the "Al" part of it stands for.

Like a number of others of the Hollywood community, Christie finds recreation in yachts. For many years he sailed and raced the old class R sloop "Canuck" in the 20-rater division, off Los Angeles. In 1927 he had the 20-rater "Heather" built, and raced her for three years in that scrappy class, which at the time attracted the best skippers on the Coast. In 1929 he sailed her to second place in the midwinter series off San Pedro. Wanting something larger, he had the 61-foot staysail schooner "Highlander" built, in 1928, and while he uses her mostly for cruising, she won the Cruising Class championship the following year in the Southern California Yachting Association Regatta.

In the spring of 1930 he bought the 6-metre "Lanai" and took her to the Coast, where she has done well in that class, and at the midwinter regatta this year she won the championship in her class with 38\4 points to her credit, against a fleet of fast "Sixes," with Ted Conant at her helm.

In between his yachting activities Al Christie has found time to produce screen comedies and the like, but he does not let this interfere in any way with his sailing. His yacht club affiliations are with the California, the Los Angeles and the Catalina Island Yacht Clubs.

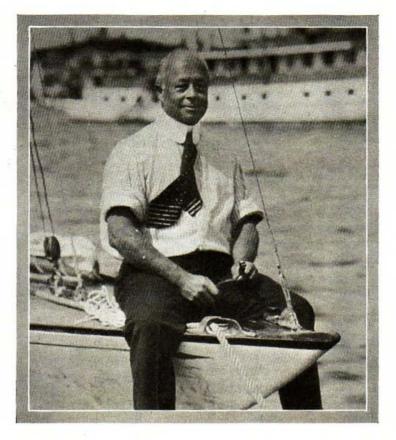


FREDERICK W. (TED) CONANT

THE name of "Ted" Conant is synonymous with racing to the yachtsmen of the Pacific Coast, particularly those of Southern California, off the ports of which he has been sailing for many years. Yet few of them know how the boy, born Frederick Warren Conant, "learned his trade" and acquired a wizardry of the helm that marks him as one of the foremost racing skippers of the Coast.

"Ted" Conant began his yachting career at the age of ten years with a self-built six-foot punt which he navigated with complete success until he was caught in it one day by his father blithely riding the ocean swells off Santa Barbara Point. So something larger and safer was required and in 1904 he built a 12-foot dinghy and became the ace small boat skipper of Crescent Bay. By the time he was 17 years of age he and Cort Voorhees had acquired and were sailing a 20-foot cat boat, the "Peggy." Shortly after leaving college he served in the World War and did not leave the Army, where he attained the rank of Captain of Engineers, until 1921. In 1922, after twelve years away from sailing, he returned to salt water as skipper of the Nicholson-designed 20rater "Patricia," recently purchased from Vancouver and brought to Southern California. Earning an enviable reputation in her during the next six seasons, Conant took the helm of Owen Churchill's new Class R "Friendship" to win the championship of the class in 1928. The two following years he sailed the Eight-Metres "Babe" and "Angelita," and then had two successful seasons in the Siz-Metre "Lanai." More recently Conant has been sailing Donald W. Douglas's Six-Metre "Gallant," the United States entry at the Tenth Olympic Games, sailed off Los Angeles in 1932, in which series the Swedish "Bissbi," was the winner. In 1934 he sailed "Gallant" into the championship of her class.

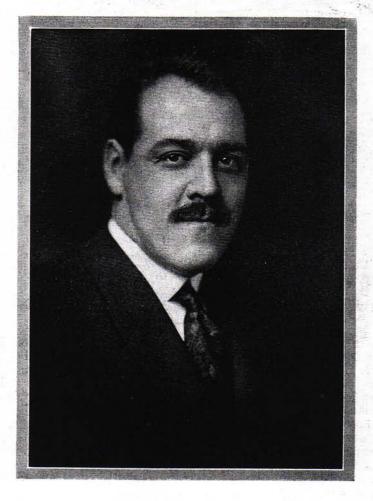
"Ted" Conant is a member of the Los Angeles and California Yacht Clubs.



E. BURTON HART

AMONG the veteran racing skippers of Long Island Sound probably none has had a longer and more varied experience than "Burt" Hart, or has sailed more yachts in the forty years or so that he has been racing. He, with George Gartland and Judge Sims, form a triumvirate of veteran skippers at the Indian Harbor Yacht Club hard to match anywhere.

"Burt," as he is universally called, has been racing yachts so long it is hard to know where to begin the story of his sailing career. In his early days he rowed on the Columbia varsity crew (this was back in the Eighties) and even before his graduation he was sailing sandbaggers in New York waters. He was a good ballast shifter, it is said, and in these boats he learned the art of keeping a boat on her feet and on her sailing lines. Towards the end of the "gay Nineties" he bought the Fife-designed cutter, "Kestrel," and raced her in the then Class M for several years. Many a hot battle he had in her with Fred Hoyt in the Gardner-designed "Syce." Some years later he was to be seen at the stick of Louis Alberger's Herreshoff-designed yawl "Polaris," and Larry Darr's "Eleanora." In many of the races for the Manhasset Bay Challenge Cup "Burt" has skippered challenger or defender in the keen competition which this trophy always produces. He handled the twenty-rater "Doress" for a season or so for Commodore Robert Law, and since then has "taken them as they came," — ten-metres, "Sixes," twenty-raters or 40-footers. It was all the same to "Burt," and he is equally at home in any of them.



GORDON RAYMOND

GORDON RAYMOND, one of Long Island Sound's best known racing skippers in the Interclub and Six-Metre Classes, has sailed so many different yachts during the past ten years that it is hard to identify him with any one boat. But in whatever class he sails he is usually up "there or thereabouts" at the finish of the season, and his name appeared in several of the lists of the ten best skippers sailing the smaller sized yachts. Which does not mean that he is not at home in the larger craft. For he has raced and sailed on the New York "Fifties" and "Forties" and the Ten-Metres, to say nothing of Bermuda ocean racers. Gordon Raymond "learned his trade" thoroughly as a youngster. He sailed in all

Gordon Raymond "learned his trade" thoroughly as a youngster. He sailed in all kinds of boats, at first on lower New York Bay and later on Long Island Sound, spending most of his time afloat or fitting out and rigging his own boats. He is a "topnotcher" at tuning up a racing yacht and getting her to go, and when he has done that he usually wins his share, or more, of the races he sails in her. At twelve years of age he was sailing his own 18-foot catboat with a barn door rudder, and at seventeen he acquired his first keel boat, a 30-foot sloop, and later a 50-foot cruiser.

He first appeared in the racing game on Long Island Sound in 1921 in his Indian Harbor Arrow Class "Kippewa," and in 1922 and '23 he took the championship of the class with her. During the next three years he was racing chiefly in the 20-rater (R) Class and in the Six-Metres, the latter then just becoming popular through the international competition they promoted.

A member of several interclub teams sailing in Bermuda waters, he was always a dangerous competitor, and in his own Interclub, the "Daphne," he was high point scorer in 1929 and runner up for the Bermuda Cup on the Sound, being dismasted in the last race. Since then he has campaigned other people's boats, chiefly "Chinook," in which he won the Bermuda Cup series, and "Canvasback," in which he was always near the top of the class. With her at one time he sailed in fifteen consecutive races to win nine firsts and never finishing below third. And this in a class averaging twenty starters per race. A record hard to beat.

Here is his picture, literally and figuratizely.



BRIGGS S. CUNNINGHAM

O^{NE} of the younger yacht sailors to win honors in international racing, as well as in his home waters, is Briggs S. Cunningham, of the Pequot Yacht Club, Southport, Conn. Only a short time ago an undergraduate at Yale, he has already sailed in two international matches on this side of the Atlantic, and last spring he followed the Mediterranean circuit in the Six-Metre Class.

Much of Briggs Cunningham's early experience was gained in the holly competitive Star Class, and as a member of the Yale team in two of the intercollegiate matches, in which he sailed in an Eight-Metre and in a Class S yacht. In 1928 he was part owner, with F. T. Bedford, of the Eight-Metre "Loke," which he sailed a good part of that summer. The next year he bought the Six-Metre "Akaba," which won the Seawanhaka Cup in 1928, and renamed her "Lucie." That season he won the championship in the Sound with her. Taking "Lucie" abroad the following spring, he won the series championship in fast company on the Riviera, and last summer he and this fast "Six" were chosen for the American team picked to meet the British in the British-American team match sailed off Oyster Bay. The American team won overwhelmingly, and "Lucie" was the high point boat in the match.

This year he has a new "Lucie," from designs by Clinton H. Crane, which he raced in the recent Six-Metre match against the Bermuda "Sixes," sailed in Bermuda waters.

In most of the races, his wife, the former Lucie Bedford, who won her laurels in the Star Class, sails with him and has proved an able assistant.



WILLIAM W. SWAN

OVER a long period of years there have been many fine helmsmen developed on Long Island Sound. Ranking among the best of these skippers, not only in excellence of handling a good boat during a race, but in ability to tune up and improve poor boats, is William W. Swan, of New Rochelle, N. Y. Since 1898 "Bill" Swan has taken first place, sailing in various classes, in eighteen

Since 1898 "Bill" Swan has taken first place, sailing in various classes, in eighteen Larchmont Race Week Series, and has acquired twenty-two Sound championships. As early as 1909 he entered international competition when he was chosen to represent the United States against Germany in the Sonder Class competition, and at that time, with "Joyette," he won the President Taft Cup. Since 1909 he has been a member of nine teams representing the United States in international contests. His ability was distinctly apparent in the series for the British-American Trophy held on the Clyde in 1928. Besides winning a place on the team with "Heron," a Six-Metre which was considered outbuilt, he made a remarkable showing with her in the stiff competition of that series.

Mr. Swan does not confine his yachting activity entirely to winning races, but endeavors to share his experience and develop in others a love of boats and the water by conducting interesting and instructive lectures on the subject. Many of the rising junior yachtsmen, as well as adult beginners, have learned the fundamentals of racing tactics and rules with the help of his instruction, and credit him with a fine ability to impart his knowledge of seamanship.

A member of the Larchmont and Nantucket Yacht Clubs, Mr. Swan has a splendid opportunity to exert a wholesome influence on future skippers.



HENRY B. PLANT

FOR nearly fifteen years Henry B. Plant, Vice-Commodore of the Seawanhaka Corinthian Yacht Club, has been racing and sailing yachts on Long Island Sound, with several excursions to foreign waters in six-metre boats on the side, by way of an international flavor, until he is, today, one of the best known small yacht sailors on the Atlantic Coast. If there is anything in inheriting a love of the sea, Henry Plant came by his flair for yachting honestly, for his father, Morton F. Plant, was prominent in yacht racing circles a generation ago, when in his schooners "Ingomar" and "Elena," both of which he built, he raced hard on both sides of the Atlantic, being one of the few American yachtsmen to sail a large yacht in German waters.

First appearing on the racing lists in 1916 with the N. Y. Y. C. 40-Foot Class "Maisie," Henry Plant has always had one or more yachts in commission every year since then, and while these have differed widely in size, his preference is for small craft. For several years he owned and raced the "Fifty" "Spartan," but with the promotion in 1921 of international racing in the Six-Metre Class by the Seawanhaka Yacht Club, Plant has been a prominent figure in that class, and has built and owned many "Sixes," and has been a member of a number of the international teams that represented the United States both here and abroad. Among the "Sixes" he has sailed are "Clytie," "Ingomar," "Natka," "Clytie" (the second of that name) and "Saleema." In the latter he raced in Sweden last year for the Scandinavian Gold Cup, while in 1927 his "Clytie" was the unsuccessful defender of the Seawanhaka Cup against the Norwegians. In 1928 he sailed "Clytie" with an East Coast team of "Sixes" on the Pacific, off Los Angeles.

In addition to racing, Henry Plant does a lot of cruising, in recent years in the large power cruiser "Thelma," originally built for his father in 1911. He is always interested in any movement looking towards the welfare of the sport of yachting, and generous in his support. Besides being a flag officer of the Seawanhaka Yacht Club, he is a member of the New York, Larchmont, Eastern, Indian Harbor and Nassau Yacht Clubs, and the Ocean Racing Club of England.



COLGATE HOYT

ONE of the old guard at the Seawanhaka Corinthian Yacht Club, Colgate Hoyt has been sailing boats on Oyster Bay and the waters adjacent thereto for as long a time as his famous, and perhaps somewhat better known brother, C. Sherman Hoyt. In fact, the two brothers sailed together for many years in their younger days, making a team that was always a hard one to beat, and many of their earlier boats were owned jointly by the two. These included one of the old Seawanhaka 15-footers, the 21-foot Seawanhaka Knockabout "Wintje," the "Tito," and others. When Sherman designed and built the champion Class Q racer "Capsicum," "Coley" sailed with him in many of his campaigns with that famous forerunner of the present 25-Rater Class.

At present Colgate Hoyt owns and sails the Seawanhaka schooner "Tide," and has raced her during the last two N. Y. Y. C. cruises. "Tide" is a favorite name with him, for all of his recent yachts have borne that appellation. These were three power cruisers from 38 to 56 feet in length in which Mr. Hoyt did much cruising between 1928 and 1933. The name belongs in the family, and came down from a boat owned for many years by Colgate Hoyt, Sr., built from designs by Sherman Hoyt in 1906.

For several years Colgate Hoyt served as Treasurer of the Seawanhaka Corinthian Yacht Club and he has always been active in the organization. He is also a member of the New York Yacht Club and of the Edgartown Yacht Club, on Martha's Vineward.



W. C. Sawyer

COMMODORE ALBERT SOILAND

THIS month we turn to the Pacific Coast to pay tribute to the indefatigable work on behalf of the sport of yachting by Dr. Albert Soiland, of Los Angeles. As commodore of the Transpacific Yacht Club, Dr. Soiland biennially develops enthusiasm among western windjammers for the 2180-mile jaunt to Honolulu. Thrice he has participated in this classic, first in 1923 with his schooner "Viking IV," a second time on the record-holding "Mariner" in 1926, and again in 1930, aboard "Contender."

Commodore Soiland's efforts in behalf of yachting on the West Coast include active participation in the work of many organizations. His first official post dates back to 1914 as organizer and as first commodore of the Newport Harbor Yacht Club, an office which he is filling again this year. In 1915 he was elected commodore of the venerable South Coast Yacht Club. Largely through his efforts in 1921 there was organized the Southern California Yachting Association, which he served as commodore during its first two years. Later, he effected the organization of the Pacific Coast Yachting Association and served as its head in 1923. In addition to the local offices he has held, Commodore Soiland has served on the Executive Committee of the North American Yacht Racing Union.

Craft flying Commodore Soiland's house flag include the historic "Vasco de Gama," and "Vikings I, II, III and IV," the latter a 54-foot auxiliary schooner. He founded the Snowbird fleet of his home club by liberally donating boats to the junior members, and he was instrumental in establishing the Six-Metre Class on the Coast by helping to organize the syndicate which brought "Synnove" to his home port.





FRANK C. PAINE

HERE we have Frank C. Paine, a "Down East" yachtsman who was skipper of the cutter "Highland Light" in her record-breaking drive to Bermuda last month. Not only did he sail his boat (which he had under charter) from Montauk to St. David's Head in under three days — hours faster than it had ever been done before in this race — but he was also responsible for her design.

While known chiefly as a successful helmsman of racing boats, Frank Paine took to ocean racing last year, when he sailed in "Highland Light" on the Transatlantic Race, in which she finished in third place. This year, to the best of our knowledge, was his first Bermuda Race.

Frank Paine comes by his yachting naturally. His father was General Charles J. Paine, of Boston, who was largely responsible for the defense of the America's Cup in 1885, 1886, and 1887, when he had built and managed the famous sloops "Puritan," "Mayflower" and "Volunteer." It was General Paine who organized a syndicate in 1885 to build a boat to meet "Genesta," and he went to Edward Burgess for the design. The result was "Puritan." So successful was "Puritan" and the two boats that followed her that Burgess, then practically unknown outside of New England, at once took rank among the foremost naval architects of this country and became famous from coast to coast.

Brought up in an atmosphere of yachting, Frank Paine took to sailing boats at an early age as a duck takes to water. Later, becoming interested in naval architecture, he began designing boats as an avocation. He turned out many successful boats in the smaller rating classes, and some years ago he took up yacht designing as a profession. He was a leading member of the syndicate that campaigned the America's Cup candidate "Yankee" in the 1930 race, sailed on her in most of her races, and his firm designed her.

The list of boats he has owned is long and varied, and includes many successful 20- and 25-raters and the 8-metre "Gypsy," which defended the Seawanhaka Cup in 1929. His yacht club affiliations are the New York and Eastern Yacht Clubs, the Corinthian, of Marblehead, and the Seawanhaka, of Oyster Bay.



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ROBERT B. MEYER

ROBERT B. MEYER, better known as "Bob," was captain of the American Six-Metre team which did such a fine job on the Solent this year in the match race for the British-American Cup. In spite of the fact that this was his first metre class racing abroad, his team won the series by the overwhelming score of 99 points to 45 for their opponents, and his own boat, "Bob-Kat II," was high point scorer with a total of 29¼ points to her credit.

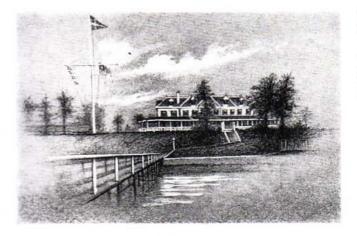
"Bob" Meyer comes of a yachting family, his father, the late Cord Meyer, having been prominent in Long Island Sound racing in the early years of this century, when he owned the Herreshoff-built 45-footer "Altair." Later, he sailed in the N. Y. Y. C. 30-Foot Class, then starting its famous career, as owner of the "Atair." So "Bob" got his training and his tutelage at an early age. We believe he owned and sailed one of the Bayside Birds as a youngster. Later he was prominent in the 20-rater "R" Class on Long Island Sound, and he had the first "Bob-Kat" built to that class in 1926, when it was going strong and the competition was keen. After selling her, he raced as crew in the 12-Metre and "M" Classes, and in 1931 he had "Bob-Kat II" built, his first International Rule boat.

He was the first secretary of the North American Yacht Racing Union when that body was formed a number of years ago, and he has been active in organized yachting affairs for the past ten years or more. His present yacht club affiliations are the New York, Manhasset Bay, and Larchmont Clubs.



E. TOWNSEND IRVIN

E. TOWNSEND IRVIN is not only well known on the ditional distinction of being the Commodore of one of the foremost racing clubs in the United States, which this month is celebrating the sixtieth anniversary of its organization. Sixty years ago on July 4th the Seawanhaka Corinthian Yacht Club sailed its first regatta on the waters of Long Island Sound off Oyster Bay. It was the first club in America formed primarily to promote Corinthianism in yachting, and during its long and successful career it has done much to place the sport on a sound and healthy basis and to foster the amateur spirit in yacht racing.



We first recall Commodore Irvin when he was racing the New York Yacht Club 50-footer, "Pleione," which he owned in 1913 and the years following, with Chester Rumrill. After the war he took an active part in the efforts of the Seawanhaka Yacht Club to get international competition with Great Britain started in the smaller classes, which resulted in the first British-American Cup series, sailed in Six-Metre yachts. He was part owner with "Dick" Boardman and J. L. Saltonstall of the "Grebe," which twice made the American team in these international matches, and he sailed in her, here and abroad, for a number of years thereafter.

About 1930 he went into the Eight-Metre Class with "Sally," which he has raced for the past three seasons, and he owns also the fast power cruiser "Tara."

In 1930 Mr. Irvin was a member of the America's Cup Selection Committee of the New York Yacht Club, which had the responsibility of picking the defender for the last match for the famous cup, "Enterprise" being chosen. He is also chairman of the Membership Committee of the New York Yacht Club.

> Seawanhaka Corinthian Yacht Club. Founded in 1872 and celebrating its sixtieth anniversary this year



M. Rosenfeld

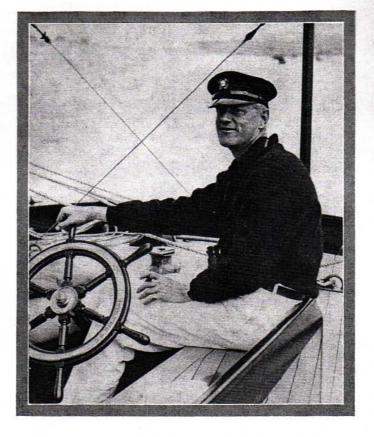
J. SEWARD JOHNSON

B^YREASON of his excellent work in his Six-Metre yacht "Jill" during 1932 and 1933, J. Seward Johnson has become well known in that class, both in this country and abroad. Having owned and sailed no less than four "Sixes" in the last five years, his activity has been confined largely to that fine hard-racing international class. In the Stephens-designed "Jill," he was a member of the American team which won the British-American Cup in 1932 in British waters, where he made the second highest point score, "Bob-Kat" alone beating him. Later that same season his boat was chosen to race for the Seawanhaka Cup, then held by the Royal Northern Yacht Club on the Clyde. "Jill" was successful in this venture, bringing the time-honored trophy back to the club which first placed it in competition and which, since then, has seen but little of it. Last year, sailing "Jill" in Bermudian waters, he won the Prince of Wales Trophy against two Bermuda "Sizes."

Going first into the Six-Metre Class about 1930 with the "Clytie," one of the older Crane-designed boats, he next owned the "Aphrodite," and in 1931 he had "Jill" built for him. This year he ordered a new "Six," the "Jack," which was shipped to Bermuda in April just after she was launched. With but little time to get the boat shaken down or in racing trim, she did not show much against the Bermuda "Sixes" in the racing during May for the Prince of Wales Cup. The new boat, however, is now being raced here for a place on the American team which will meet the Scotch invasion in September.

Seward Johnson's experience has not been confined to short course racing. In 1923, with his brother Robert W. Johnson, he sailed the schooner "Ariel" in the Bermuda Race, and five years later they entered a larger schooner, the "Zodiac," in the Transatlantic Race for the King of Spain's Cup, which was won by the "Elena." In the "Zodiac" Mr. Johnson and his brother have done much extended cruising.

His club affiliations are with the New York, Seawanhaka, and Larchmont Yacht Clubs in this country, and the Royal Bermuda Yacht Club, Hamilton.



GEORGE E. ROOSEVELT

THE owner and skipper of the schooner "Mistress" which sailed in the recent Transatlantic and Fastnet races does not need an introduction to anyone who has done much sailing around Long Island Sound. In the waters around Oyster Bay the name of Roosevelt has long been identified with yachting. In fact, with three brothers owning and sailing boats out of that little port at the present time, it is only by the careful use of the Christian name that they are identified at all.

All of George Roosevelt's early sailing was done on the waters under the shadow of Cooper's Bluff, where he started sailing with his father, the late W. Emlen Roosevelt, in the old-fashioned centerboard sloops of the late nineties of the last century. The Seawanhaka Yacht Club, then as well as now, was the home of small boat sailing, and George Roosevelt did considerable racing in the old Seawanhaka 15-foot class, and the early knockabouts that bore that club's name, sailing with or against Sherman Hoyt, Victor Cumnock, and others of the crowd that made small class racing so popular on the Sound.

In 1907 he became the owner of the N. Y. Y. C. 30-footer "Dahinda," which he sailed and raced, and in which he did a good deal of coastwise and offshore sailing, until 1914. During this period, also, he made many offshore trips in the fishing schooners out of Gloucester. Then followed more small boat sailing until, in 1929, he gave Sherman Hoyt an order for an ocean cruiser for the Bermuda Race, which resulted in the "Mistress." In her, he sailed the Bermuda Race of 1930, and other long distance cruising races. He was one of the first to enter his yacht in the Transatlantic Race. Before starting in this, he sailed the Cape May Race this year, and then took in the Fastnet affair, and won the Stratford Shoal Race in October on his return. "Mistress" was much admired in England as a splendid example of a fine ocean racer.

Mr. Roosevelt's yacht clubs are Seawanhaka-Corinthian, New York Yacht, and Cruising Club of America.



ELDON H. TRIMINGHAM

WHEN it comes to getting all there is out of a racing boat it would be hard to find anyone better than Eldon H. Trimingham, of Bermuda. Although most of his sailing is done in his home waters, he has raced enough on Long Island Sound and at Marblehead to be well known to American skippers. Nor is his experience confined to small boats, for he has sailed and raced on many of the larger yachts in this country.

As a dinghy sailor, Trimingham, in his younger days, was very successful in these little craft that are all sail and no hull, and where, perhaps, the most important members of the crew are the bailers. Even while sailing these sporty craft, he was winning races in the Gardner-designed Class S boat "Cyric," which he owned with his brother, Kenneth Trimingham. In 1926 he helped to establish the Bermuda One-Design Class, and in his "Atlantis" he has been on every team that has sailed in the international series held annually with the Long Island Sound Interclubs, and has usually been high score man in these matches. At least, his has been the hardest boat to beat. When the Six-Metre Class was taken up by the Bermuda sailors in 1930, Eldon was at the helm of his "Viking" in the first series against the American boats. In this first international series the Bermuda team lost by a narrow margin. But they "came back" that summer on the Sound and turned the tables on the American pair they met, and in 1931 they won again at Bermuda, Eldon Trimingham sailing "Achilles" to lead in the scoring.

Mr. Trimingham has been largely instrumental in making the Bermuda Race a success, being the representative of the Royal Bermuda Yacht Club on the Ocean Race Committee, and he has sailed in the event several times since 1923. He has served as Commodore of the Royal Bermuda organization, and he is also a member of the Cruising Club of America.



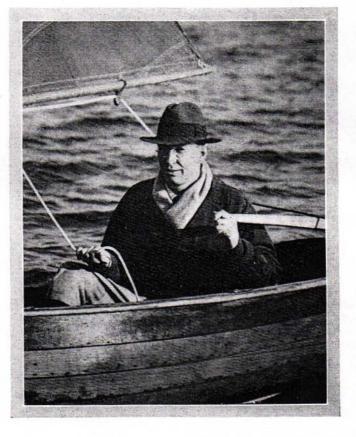
JOHNSTON DE FOREST

JOHNSTON DE FOREST, whose quest of the Seawanhaka Cup last summer took him to the Clyde with his eight-metre yacht "Priscilla III," is the subject of our sketch this month. His long yacht racing career certainly entitles him to a place in the nautical "Hall of Fame."

Though during the past ten years his name has been associated with six-metre and eight-metre boats, all bearing the name "Priscilla," Johnston de Forest had been prominent on Long Island Sound as a racing skipper many years before that, and an active member of a group at the Seawanhaka-Corinthian Yacht Club that did much for the promotion of the sport. In 1907 he bought the New York "Thirty" "Nipsi," which he raced consistently in her class, then at the height of its popularity, until 1915. Then followed two or three years in the "Minx," of the same class. When the Seawanhaka Club instigated international racing with the British in the Six-Metre Class, Mr. de Forest built the "Priscilla" in 1922, and she was active in the racing of the class until 1925. Two years later he had "Priscilla II" built, also a "Six," for the Scandinavian invasion of that year, but she did not get into the international series. In 1929 this boat was followed by "Priscilla IIII," an eight-metre, and one of the best so far turned out in this country. After a close elimination series between "Priscilla" and "Gypsy," the latter was chosen to defend the Seawanhaka Cup against "Caryl."

In 1930 "Priscilla III" won the Ladies' Plate trophy at Marblehead, and annexed the championship of Long Island Sound in that class by a wide margin. She was unsuccessful in her attempt to bring the Seawanhaka Cup back last year.

In addition to membership in the Seawanhaka Yacht Club, Johnston de Forest is a member of the New York and the Bar Harbor Yacht Clubs.

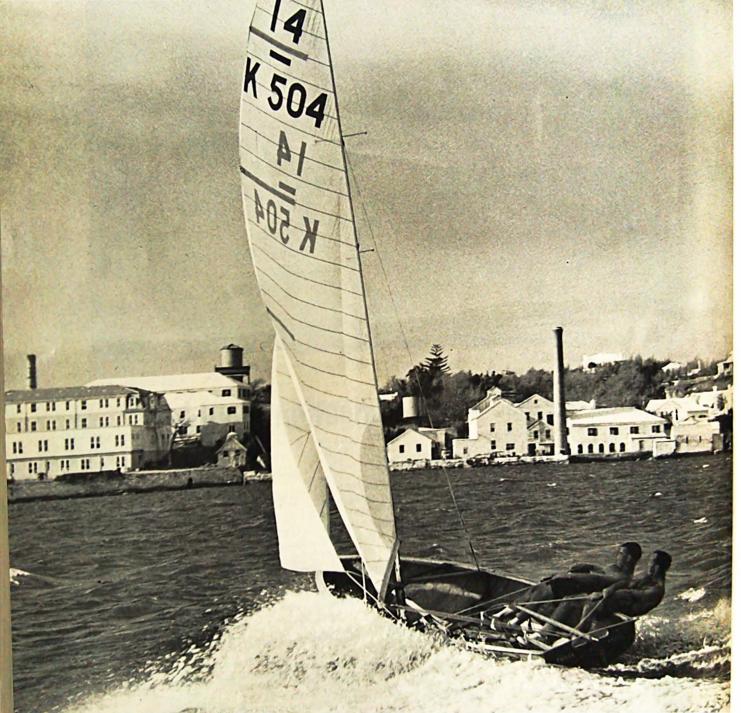


HOBART FORD

H^{ERE} we have Hobart Ford, of Rye, N. Y., more familiarly known as "Hobey" wherever his latest ship, the "Mother Goose," pokes her nose and drops her gangway ladder overside. This year (as was the case last season) the "Goose" flies the vice-commodore's pennant of the Cruising Club from her single stub mast.

"Hobey" has been a hard case sailorman for so many years that he hardly needs an introduction, especially to Atlantic Coast "yachters" between Cape Henry and Nova Scotia. Able cruising boats are his vice, although from time to time he bobs up in a racing class, where he usually gives a good account of himself and his boats. We recall him first, shortly after the close of the Great War, poking around the New England Coast in his green 37-foot ketch "Cynosure II." Memory does not serve to name the boat he had before this one. After several years in this wholesome cruiser he had the schooner "Bertha Francis" built at Rockport, from designs by McManus, who was responsible for so many of the Gloucester and Boston fishing fleet. In 1926 he added the Interclub "Cynosure" to his fleet and raced when he was not cruising. Then he bought the 50-foot schooner "Wandee," and she was followed, in 1930, by the 48-foot cutter "Skal," which he had built and in which he raced to Bermuda that year. In other hands, this boat took second prize in the Transatlantic Race last year. A year or so ago he purchased and sailed the Six-Metre racer "Aphrodite," but he could not keep away from his early loves, the cruisers, and last year he startled his friends with the Chesapeake power-driven work boat "Mother Goose," which he claims "packs" more real comfort and ability in 65 feet than any other boat he ever owned. Certainly, as a hospitable flagship for the Cruising Club, she leaves little to be desired. His other yeacting clubs are the American and the New York.

yachting clubs are the American and the New York. The costume in which you see "Hobey" is not his conventional sailing one, but he simply could not keep out of a Frostbite dinghy just because of his clothes.





The new Larchmont Regatta Committee. Left to right: Butler Whiting, Chairman; Frederick Hoyt, J. F. Mahlstedt, R. W. St. Hill and J. C. Andresen.

Addison G. Hanan

Yachtsmen all over the United States were shocked to hear of the sudden death of Addison G. Hanan on July 16th, at his country home at Port Chester, New York. For some ten years Mr. Hanan had suffered from a heart affliction, but his condition did not appear to be dangerous until shortly before his death. Mr. Hanan was forty-seven years of age and had resided in Brooklyn most of his life.

It is probable that no name was as well known in American yachting circles as that of Mr. Hanan, who has been prominently identified with yacht racing and yacht designing for the last thirty years. For a long time Mr. Hanan has been considered one of the best of American skippers and there was probably no man in this country who could get a boat tuned up as well and get as much out of her as Mr. Hanan. He had been sailing actively every year

up to the present season, and he was making preparations to sail his Six-Meter Class yacht *Bally Hoo* at the time of his death, though he had recently sold his famous class "P" boat the *Nahma* and his class "R" boat, the *Ariel*.

Starting in at an early age, Mr. Hanan and his brother, H. Wilmer Hanan, sailed with their father, John H. Hanan, in boats owned by him. He soon made a reputation for himself at a time when there were many skilful yachtsmen racing on Long Island Sound.

In 1906-07 he was sailing the Gardner 40-footer Aspirant and at the same time owned the N. Y. 30footer Nautilus. The latter year he owned the Seneca, one of the first class "P" boats under the Universal Rule. In her he sailed in the International Races for the Canada Cup on Lake Erie and won in three straight races. At another time, racing for the same cup, he sailed the American boat *Irondequoit* against the *Canada*, having been sent for to sail the American boat after the match seemed hopelessly lost. He arrived at Rochester with the score 2-0 in favor of the Canadian boat, and though he had never sailed the *Irondequoit* before, he took the next three races.

In later years he became known as an amateur designer, though all of the boats that he turned out were for his own use. He designed the class "P" yacht *Josephine*, following her with the *Nahma* in which he beat all of the other class "P" yachts and the *Ariel*, probably the fastest "R" boat yet designed. In the Six-Meter races last year he tried his hand at the British International rule by turning out *Ballyhoo* and *L'Esprit*, the latter being one of the boats representing this country on the International Team.

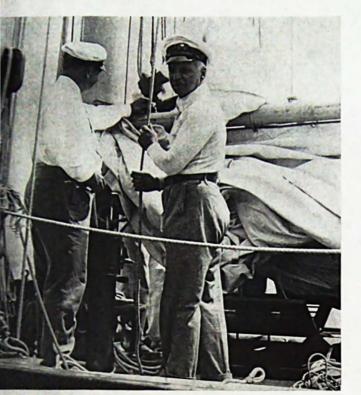
In the World of Yachting



C. F. HAVEMEYER

ONE of the younger racing skippers on Long Island Sound who has been identified during the past few years with the Six-metre Class, where he has proved himself a clever helms-man, is C. F. Havemeyer, better known to his friends, perhaps, as "Bubbles." It was in the 17-foot class at Dark Harbor, Maine, that C. F. Havemeyer got his initiation into yacht racing, soon after he left Harvard, where he played varsity football in his under-graduate days. In this hot class of little boats he was very successful for several seasons. A member of the Seawanhaka Corinthian Yacht Club, he became identified with the "Sixes" memoer of the Seawannaka Corntinuan Tacht Crub, he became identified with the "Sixes" when that club promoted international racing soon after the war, and he sailed in "Montauk" when that boat came out in 1921. In 1924 he sailed on "Heron" in the same class, and also in Class S, which was then going strong at Oyster Bay. In the following year he was one of the crew of "Redhead," with Mr. H. M. Crane, in the elimination series of that year to pick the crew of Keaneaa, with Mr. II. M. Crane, in the elimination series of that year to pick a boat to go across for the Seawanhaka Cup. He also sailed in the international series against the Scandinavians that autumn. Last year he sailed the "Frieda," one of the successful "Sixes," but he was beaten by "Lea" in the trials to pick a defender for the Scandinavian Gold Cup. This year he is sailing "Redhead" in the early trials on the Sound to select a team to represent the United States abroad.

Much of Havemeyer's cruising has been done in the Crowninshield-designed yawl "Tempest," which he owned for several years.









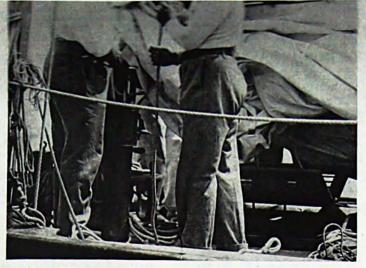
YACHTING

Harold S. Vanderbilt, skipper of the "Rainbow" and organizer of the syndicate which built her, talking it over with designer W. Starling Burgess

Top, left. C. Sherman Hoyt, member of "Rainbow's" afterguard

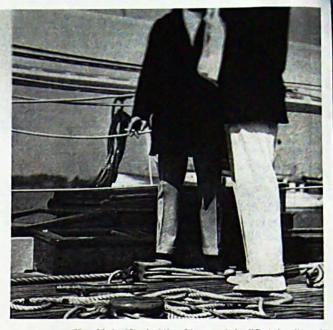


Charles Francis Adams at the wheel of "Yankee" which



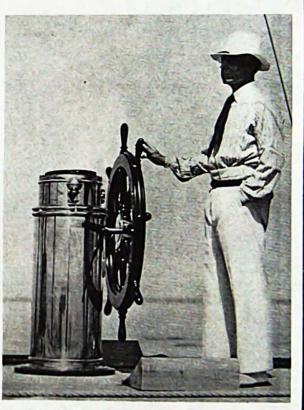






Harold S. Vanderbilt, skipper of the "Rainbow" and organizer of the syndicate which built her, talking it over with designer W. Starling Burgess

Top, left. C. Sherman Hoyt, member of "Rainbow's" afterguard

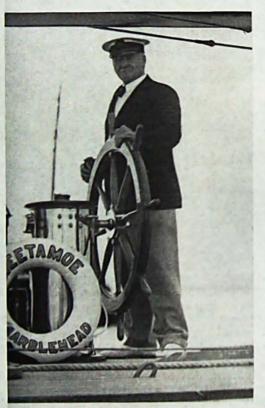


Charles Francis Adams at the wheel of "Yankee" which he has sailed in winning form this season

Left, center. Chandler Hovey, managing head of the "Yankee" syndicate, has sailed on the yacht in all of her races (Photo, courtesy "The Sportsman"). Bottom. Reginald de B. Boardman, skipper of the "Weetamoe"



homas O. M. Sopwith, owner and skipper of the challenger, at the wheel of the "Endeavour"



H. Prince, owner of "Weetamoe," detera spite of disappointments in the early racing

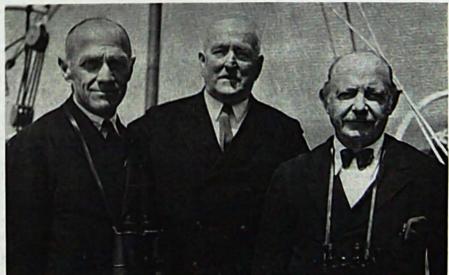
 race committee of the New York Yacht Club,
 shoulders rests the burden of seeing that the
 rs get a fair race. Edmund Lang, Clinton Mackenzie and E. Vail Stebbins



"Endeavour's" designer, Charles E. Nicholson



Frank C. Paine, "Yankee's" designer, is as good at sailing a boat as he is at designing one



YACHTSMAN OF THE MONTH By F. PIERCE SHERRY

THE MAN: Stanley H. Barrows (left) aboard his Six Meter Strider, talking racing tactics with Jimmie Michael, who has been sailing with him.

N ONE of our boat owners can more fittingly be called "a yachtsman" than Stanley H. Barrows. At the St. Francis Yacht Club the other day we cornered the skipper in turtle-neck and salt-faded cap taking on a spot of food as an interlude between a tuneup race and the job of preparing his boat for her trip South. It came out that this business of yacht racing has high-spotted his life since 1896.

Barrows' first boat—a 15' cat—was a product of his own hands, and back there in Chicago he acquired successively boats measuring 16', 18', and 20' overall. His first claim to fame came with *Mildred*, a smart 30' sloop that W. H. Hand had designed for President Cleveland's use on Buzzard's Bay. This combination of man and boat took championships in Great Lakes 4-A Class for three straight years.

The venerable Jackson Park Yacht Club elected Stanley Barrows to its Directorate in 1902, and on to Rear Commodore the following year when he sailed on *Vencedor* which won the historic Mackinac Race.

Moving over to Lake Geneva, Barrows raced the tricky Bilgeboards of the scow type common to inland waters. He skippered *Lazy Bones* to a championship in 1904, and again in 1905 at Lake Minnetonka, Minn.

The acquiring of championships was shelved for other considerations until Barrows rediscovered the sport upon his arrival for residence in San Francisco in 1929. Everyone had been reading about the success of the Bermuda winner *Dragoon*; Stanley went East and brought her to California. The 67' ketch immediately won the local name of "Picture Ship" by her smart appearance and complement of beautiful sails, and Barrows outsailed all local competition and through two Pacific Coast Championships until 1936 when he sold the boat to Ronald Colman of Los Angeles. Meanwhile the graceful black racer has cruised offshore to Panama and to Alaska.

With his purchase of *Manana* in 1937 Barrows meant to provide San Francisco Bay with an outstanding yacht. En route home with the 98' schooner the skipper got her through the Caribbean Sea and to Cartagena, but the discouraging succession of crew difficulties prompted the abandonment of the trip and the return to New York where the boat was sold. The balance of the sailing season was passed in the role of guest skipper on several San Francisco yachts, notably Dr. Bruck's *Hussy*.

Barrows was the logical choice of the St. Francis Y. C. 6-Meter Syndicate when it was decided to send East for a boat to be sailed in the 1939 Pacific Coast Championships. Briggs Cunningham's *Fun* was bought for the club, and her sister ship *Lulu* came along West as Barrows' personal property, which he re-christened *Strider*.

Strider's first appearance in a regularly scheduled race will be at the Christmas Regatta at Newport Harbor on December 31st and January 1st. She will then be laid up in Southern California awaiting the Midwinter Regatta at Los Angeles Harbor, from February 22nd to 26th.

In recognition of his services to the sport, Stanley Barrows was elected Commodore of the Pacific Coast Yachting Association last January.

HIS BOAT: Strider, formerly Lulu, leading St. Francis, sailed by Charles A. Langlais.—Photos by F. Pierce Sherry.





The late Philip J. Roosevelt

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weather, twenty minutes or half an hour is long enough to be tense and alert.

Members have enjoyed the boats and the winter sailing so much that they are glad to pass the scheme along to others. Plans may be acquired by writing the author at Dennet Road, Marblehead.

HERBERT P. KENWAY

Record Entries for Off Soundings Cruise

▶ If early reports are any criterion, the Spring Cruise of the Off Soundings Club, scheduled for May 30th and 31st, is due to break all records. The race committee of that enthusiastic group of Connecticut Valley yachtsmen reports that, on April 9th, only ten days after the first notices had been mailed, 39 entries had been received. The committee is shooting at the 100-mark.

Clifford D. Mallory

▶ Yachtsmen throughout the United States, as well as those of Great Britain and Canada, will learn with deep regret of the death of Clifford D. Mallory on April 7th, in Miami, Florida. He was stricken with a heart attack on his new auxiliary ketch *Bonnie Dundee* some four weeks before, while returning from a cruise in the Bahamas.

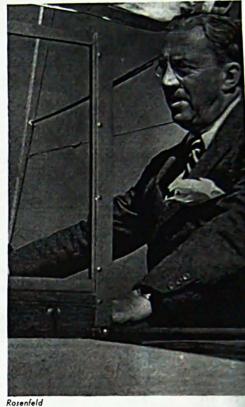
Clifford Mallory had been one of the leaders in yachting since the World War, and became internationally known as president of the North American Yacht Racing Union from its formation (largely the result of his own vision and effort), in 1926, to 1935. Before that he had served for several terms as president of the Yacht Racing Association of Long Island Sound.

All his life Mr. Mallory was identified with yachting and with shipping. His family for



One of the trim new 19-footers of the Sakonnet Class swinging her 200 square feet of sail in a fresh breeze. Below, the "Cocktail Fleet" prams have raced in Marblehead Harbor through the winter





Clifford Day Mallory

several generations was engaged with ship building and ship operation, and he himself had served as an executive in the Mallory shipping interests, first in the Mallory Steamship Company and later as president of his own company, C. D. Mallory & Co., while in the World War he served the United States Shipping Board as assistant director of operations. Thus his interests were all with the sea and ships.

It was natural that he should take up yacht sailing at an early age, and he was closely identified with the sport all his life. The list of yachts he has owned and sailed were many, of all classes, from small boats to the New York "50" Mystic, and the Twelve-Metre Typhoon. He raced in England, in the Six-Metre and other classes, and on the West Coast, and he was known as an excellent helmsman and sailor. For the last few years his name has always been associated with a number of boats which have all been called Bonnie Dundee.

For five years, from 1930 to 1935, he was commodore of the Indian Harbor Yacht Club. His other yacht club affiliations were with the New York Yacht, the Seawanhaka Corinthian, the Cruising Club of America and the Royal Nassau Sailing Club. An appreciation of the place Mr. Mallory held in the hearts of American yachtsmen, and of what he has done for the sport appears on page 59 of this issue of YACHTING.

Small Boats Flourish at Sakonnet

Sakonnet, the little harbor and summer colony at the southeasterly corner of Rhode Island, took the New England hurrisons of 1938 right on the stem head. Of the first of small boats which had been built up during the two previous sessons, there was little left of the blow was one of the state was little left.



Wm. F. Boles

Harvard's First Division crew: George Nichols, Jr., captain, Arthur Besse, David O. Ives and Frank Snyder

DARTMOUTH WINS MCMILLAN CUP

THE Inter-Collegiate Yacht Racing Association crowned a new champion at Marblehead on June 26th when the Dartmouth Corinthian Yacht Club replaced Williams as holder of the McMillan Cup.

The triumph to which the Hanover yachtsmen were carried by the skill of their helmsmen, Emil Mosbacher, Jr., and Warner M. Willcox, was the second capture of this piece of silverware by Dartmouth crews, the Indians taking their first title in 1933. Dartmouth led the field of six finalists with 54 points. Harvard nosed out Yale for second, 501/4 to 50; Navy tallied 433/4, Boston University, 26, and Coast Guard, 24. The series was sailed under ideal racing conditions. The lightest breeze was close to 10 knots; and the strength varied between 12 and 18 knots in the other races, while the wind direction was unusually steady.

The defeat of Williams, defending champions, by Boston University and Yale in the third McMillan Cup Preliminary, on Quincy Bay, five days before the finals, heightened interest by assuring a new champion. Earlier, at Annapolis, Dartmouth, Harvard, Navy and Coast Guard had qualified from two sets of preliminaries.

The series was sailed in two divisions, one using International One-Designs and the other M-B Class knockabouts. In the first, or International division, were Emil Mosbacher, Jr., Dartmouth, one of the leading helmsmen in the class on Long Island Sound; George Nichols, Jr., Harvard, winner of the Gold Cup with Goose, in 1939; Jack Ware, Yale, twice National Junior Sailing Champion; Thomas Coleman, Boston University, one of Boston Bay's ace Indian Class helmsmen; Bob Kunhardt, Navy's No. 2 skipper and a Sound sailor with experience in this class; and Ernest Burt, of Coast Guard.

The second, or M-B division, was headlined by the Willcox brothers, Roger, of Harvard, and Warner, of Dartmouth. T received keen competition from Yale's I Besse, of Vineyard; Navy's Walter Sac Russell Mattern, Jr., Boston University; John Day and Bob Clark, who handled stick for Coast Guard.

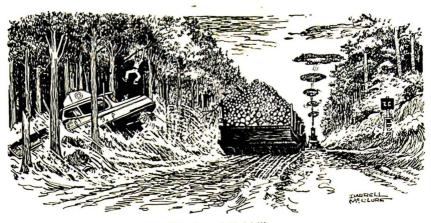
On the morning of June 24th there w: 10-knot breeze from the south. The cocalled for a 6-mile windward and leew race. In the Internationals, Jack Ware sa a beautiful race all the way, leading by seconds at the weather mark and increathe margin to over two minutes run home. The Dartmouth boat dropped f second to fourth under spinnaker as Harv came up two places and Boston Univer came up one.

Yale took its first jolt at the start of second division when Dartmouth was for to alter helm to avoid hitting the Yale t on the port tack. The Yale skipper, noti that the judges considered the Blue fouled, dropped out of the race and Wai Willcox went on to win a race that put D mouth in the lead, $9\frac{1}{4}$ to 9 for Harv. Navy's Sadler brought his boat from for to second on the spinnaker leg at the expe of Harvard and Boston University.

A southerly of at least 14 knots, kicking a grand sea, were the conditions at the s of the afternoon race, over an 8½-mile angle. The Crimson hit its snag here w George Nichols unwittingly beat the gu the far end of the line. With vision bloc by intervening sails, the Harvard crew ther saw nor heard the recall signals an took a stern chase in a launch to bring th back. By that time the Harvard boat, wh had been well out ahead, was hopelessly of the race after she returned, although elapsed time over the course, taken from restart, was more than two minutes fa than that of the winning craft.

The weather was the kind to deligh Vineyard Haven skipper and the pair West Chop boys sailing for Yale made most of it. With Harvard eliminated, J Ware made it two in a row with anot finely sailed race in the Internation Dartmouth placed second, Navy third, Coast Guard fourth. Dick Besse won e more handily in the M-B's, second hor going to Roger Willcox, of Harvard. W (Continued on page 82)





"Southward Ho! ! !"

GEORGE NICHOLS DEAD

► Yachting lost one of its most famous as well as most liked and respected figures when George Nichols died at his home in Cold Spring Harbor, L. I., aged 72, on Aug. 14. Commodore Nichols was a sailor

Commodore Nichols was a sailor throughout a long lifetime. He began sailing as a boy, on Massachusetts Bay, when he lived in Brookline, Mass. After his graduation from Harvard in 1900 he made a five-months voyage around the Horn to Hawaii in a square-rigged ship. Long Island Sound became his home waters a few years later, and there he sailed every kind and size of yacht, one of his best known in earlier days being the N.Y.Y.C., 50-footer *Carolina*, which he owned in the heyday of that class.

Sachting 30 YEARS AGO

▶ Gar Wood in Miss America hung up another new world's motorboat record, with 76.7 m.p.h. average in mile trials at Detroit after winning the Gold Cup. ...A. G. Clark's Feather hailed as outstanding Sonder Class sloop on the Sound (in 1950 A. G. Clark's Feather, though not the same one, was outstanding in her division of the Handicap Class).... Addison Hanan in the Class P sloop Nahma defended the Manhasset Bay Cup on the Sound, against B. B. Crowninshield's Wasaka, from Marblehead.

.... AND 40 YEARS AGO

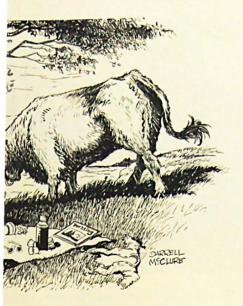
► American Sonder Class yachts defeated an invading Spanish team of three boats at Marblehead. . . . Gravesend Bay was the scene of one of the biggest intersectional events of the year, the Atlantic Y.C. race week. . . . F. F. Brewster's 90-ft. waterline schooner *Elmina* was the big prize winner of the New York Y.C. eruise. . . The new speedboat *Tartar* was 60 ft. over all and only 6'1" beam.

Twice he was called on to be skipper of candidates for the America's Cup, Vanitie in the 1920 trials and Weetamoe in 1930, both owned by New York Yacht Club syndicates of which he was a member, and it was through no fault in their handling that both missed, by the closest of decisions, being selected as defenders. In local racing out of his home Cold Spring Harbor Beach Club he sailed the Atlantic Cowslip for many years, but the most famous of his recent racing craft was his 6 Meter sloop Goose. Built in 1938, Goose under Mr. Nichols' handling became the outstanding Six of her decade, and while she was occasionally beaten, she won most of the races for the Seawanhaka Cup, Scandi-navian Gold Cup, and other international trophies for which she sailed.

Mr. Nichols was commodore of the New York Yacht Club from 1925 through 1927. A highly respected authority on the sport and its rules, he was head of that club's Appeals Committee for many years up to his death, and also of the Appeals and Racing Rules committees of the North American Yacht Racing Union. When poor health during the last few years limited his active participation in the sport, he was a frequent and interested spectator of races on the Sound in his power cruiser *Fox.*



The late George Nichols



northwester that blew up to 25 knots in the puffs.

In class A, G. W. Blunt White of the Off Soundings Club took first place with his yawl, White Mist, nosing out Henry duPont's sloop, Cyane, from Pine Or-chard. F. A. Dewey's Golden Hind placed third. In Class B, T. S. Hall's Teba finished first; D. C. Mackintosh's Joydon second; and S. C. Squier II's Fantail third.

Sunday's weather was clear and bright but all racers were bedeviled with a wind that shifted all around the compass finally settling in the southwest and providing a strong, fast finish for every class. Charles T. Young III, commodore of the host club, won for the third straight day with Mistral II to sweep the series in the Eastern Interclub Other series winners for the Class. three-day regatta were:

Stars, E. E. Gessner, Sachems Head; L16s, James Bishop, Niantic Bay; Rhodes 18s, E. S. Clark, Pine Orchard; Lightnings, Robert Johnstone, Wadawanuck; Comets, Robert Knaus, Pocotopaug S.C.; Thistles, William Brainard, Masons Island; Cape Cod Baby Knockabouts, Dan Bullard, Pine Or-chard; Zips, William Windnoll, Niantic Bay; Int. 14s, John A. Carter, Essex Y.C; Handicaps, George Elmgren, Pocotopaug S.C.

HENRY L. MAXWELL

 One of the best known racing yachtsmen of the first half of the present century, Henry L. Maxwell, of Greenwich, Conn., passed away after a brief illness on Aug. 11 while staying at Martha's Vineyard. He was 71 years of age. At the time of his death he was one of the oldest members in point of seniority of the Larchmont Y.C., where he served as commodore from 1928 to 1930, being No. 2 on the membership list, and he had been a member of the New York Y.C. since May, 1901.

To the preceding generation Harry Maxwell was known as one of the top

racing skippers in the U.S. and a tough man to beat. Yachting was his chief interest and favorite sport and he sailed in every kind of craft from small knock-abouts to the big schooner, Queen, owned by his father, the late J. Rogers Maxwell. He might be said to have almost been born with a tiller in his hands.

One of his first racing boats was the Snapper in the hard-sailed 21-foot Raceabout Class. In 1900 Harry Maxwell sailed his father's Yankee in the then famous 70-foot class and was one of the few skippers to beat the late Charles Barr, sailing the Mineola in that fighting class. Then, after a period in the NYYC 30-foot class, he sailed the sloop Avenger successfully, followed by the Larchmont O Class Nimbus. In the early Twenties he was at the helm of Banshee in the tough 40-foot class, and when the International 6-Meters came out he sailed frequently in international competition, handling Lea in 1924 in the team race against the British, which was high point boat on the American team. One of his last racing yachts was the 12 Meter Iris, which he owned up to 1938.

Harry Maxwell lived during a period of great racing sailors, and was re-spected by all of them as an excellent helmsman, a good tactician and a hard sailing, sportsmanlike opponent. With his passing another of the great figures of yachting has gone. He is survived by three sons, Edward, William and Richard, a sister, Mrs. Howard Whitney and by his widow, Mrs. Edna B. Maxwell.

RACING CALENDAR

SAIL

Atlantic Coast

Sept. 1-Distance Race, Essex Y.C., Conn. Sept. 1-Jewett Bowl, Vineyard Haven Y.C. Sept. 1-Mass.

Mass. Sept. 1—Boardman, Ladies Plate. Lawrence Bowl. Eastern Y.C. Mass. Sept. 1-2—Cedar Pt. Race. Gibson Is. Y.S., Md. Sept. 1-3—Labor Day Series, American Y.C. Newburyport, Mass. Sept. 1-3—Regatta, Winthrop Y.C., Mass. Sept. 1-3—Regatta, Bellport Bay Y.C., N.Y. Sept. 2—Labor Day Race, New Bedford Y.C., Mass. Ladies Plate, Lawrence

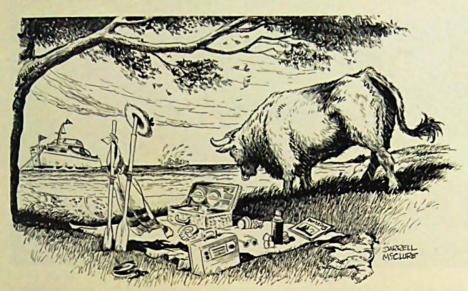
- Mass.
- Stratford Shoal Race, Seawanhaka-Cor.
- Sept. 2-Stratford Shoal Race, Seawannash
 Y.C., N.Y.
 Sept. 2-3-X Dinghies, Stockder Trophy, Essex
 Y.C., Conn.
 Y.C., Conn.

Y.C., Conn.
Sept. 5-9—Manhasset Bay Fall Series. N.Y.
Sept. 6-7—Internationals, team races, Eastern-Beverly Y.Cs., Mass.
Sept. 7-9—Comets. Int'l Champs, Little Ess Hbr., N.J.
Sept. 8—Jeffrey's Ledge Race, Manchester, Mass.
Sept. 8—Conafield & Stratford Races, City Is-land Y.C.
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- Sept. 8-9—Chowder Race. So. Boston Y.C., Mass. Sept. 9—Chowder Race. So. Boston Y.C., Marsle-bacd
- head. Sept. 9-15-Stars, World Champs., Gibson Is. Md.
- Md. Sept. 14-15-Off Soundings Club Day Races. Sept. 15-Stratford Shoal Race. Manhasset Bay Y.C. Sept. 15-16-Wood Pussy, Nat. Champs, Cold Souther University of States and State -Wood Pussy, Nat. Champs, Cold
- Spring Hbr. Sept. 15-16-Small Boat Trophy, Seawanhaka Y.C.

(Continued on page 78)



EASTERN CONNECTICUT REGATTA

The annual three-day regatta of the Eastern Connecticut Y.R.A. was held at the Pine Orchard Club, Pine Orchard, Conn., Aug. 3-5. A turnout of some 160 competing yachts combined with excellent though erratic breezes, provided a highly successful regatta. Member clubs in the E.C.Y.R.A. include all yacht clubs from Milford, Conn., eastward to Watch Hill, R.I.

On Friday, Aug. 3, a moderate-southwest wind gave race committee chairman, Louis Richards of New London, an opportunity to send each class over long courses. On Saturday morn-ing a special long distance race was held for cruising yachts handicapped under the Off Soundings rule. The 11 Class A and eight Class B contenders got off to a flying start with a fine

Wachting 30 YEARS AGO

America's first four 6 Meters lost the opening British American Team Races on the Solent with 88 points to Great Britain's 107. . . . S. B. Egan's Rainbow, designed by Harry Greening, of Toronto, won the Fisher-Allison speedboat trophy at Buffalo. . . . Hank Rubinkam was co-skipper of Carl Alling's Virginia, Chicago-Mackinac winner. . . . Marblehead Race Week hit a new high with 225 boats competing. . . . The first Bayside-Block Island auxiliary race was won by Sakana. . . . The scows Bootlegger and Freebooter, sailed by Jack G. and Louis P. Ordway, of White Bear Y.C., St. Paul, Minn., won the Royal St. Lawrence Cup on Lake St. Louis.

AND 40 YEARS AGO

Disturber's 37.68 m.p.h. at Peoria was an all-time American competition speed record. . . . In the New York-Halifax power cruiser race won by Caroline, M. F. Dennis, all the boats carried auxiliary sails-used 'em too.

northwester that blew up to 25 knots in the puffs.

In class A, G. W. Blunt White of the Off Soundings Club took first place with his yawl, White Mist, nosing out Henry duPont's sloop, Cyane, from Pine Or-chard. F. A. Dewey's Golden Hind placed third. In Class B, T. S. Hall's Teba finished first; D. C. Mackintosh's Joydon second; and S. C. Squier II's Fantail third.

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- Sept. 2-Stratford Shoal Race, Seawanhaka-Cor. Y.C., N.Y. Sept. 2-3-X Dinghies, Stockder Trophy, Essex Y.C., Conn.
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 Hbr., N.J.
- Sept. 8-Jeffrey's Ledge Race, Manchester, Mass. Sept. 8-Cornfield & Stratford Races, City Is-land Y.C.
- Sept. 8-Chowder Race. Eastern Pt. Y.C., Glou-cester, Mass.
- Sept. 8-9-Int'l 14s, Conn. Cup, Fenwick. Sept. 9-Chowder Race, So. Boston Y.C., Mass. Sept. 9-Chowder Race, Corinthian Y.C., Marblehead
- Sept. Md. 9-15-Stars, World Champs., Gibson Is.,
- Md. Sept. 14-15—Off Soundings Club Day Races. Sept. 15—Stratford Shoal Race, Manhasset Bay Y.C. Sept. 15-16—Wood Pussy, Nat. Champs., Cold Spring Hbr. Sept. 15-16—Small Boat Trophy, Seawanhaka Y.C.

(Continued on page 78)

weather, twenty minutes or half an hour is long enough to be tense and alert.

Members have enjoyed the boats and the winter sailing so much that they are glad to pass the scheme along to others. Plans may be acquired by writing the author at Dennet Road, Marblehead.

HERBERT P. KENWAY

Record Entries for Off Soundings Cruise

▶ If early reports are any criterion, the Spring Cruise of the Off Soundings Club, scheduled for May 30th and 31st, is due to break all records. The race committee of that enthusiastic group of Connecticut Valley yachtsmen reports that, on April 9th, only ten days after the first notices had been mailed, 39 entries had been received. The committee is shooting at the 100-mark.

Clifford D. Mallory

▶ Yachtsmen throughout the United States, as well as those of Great Britain and Canada, will learn with deep regret of the death of Clifford D. Mallory on April 7th, in Miami, Florida. He was stricken with a heart attack on his new auxiliary ketch *Bonnie Dundee* some four weeks before, while returning from a cruise in the Bahamas.

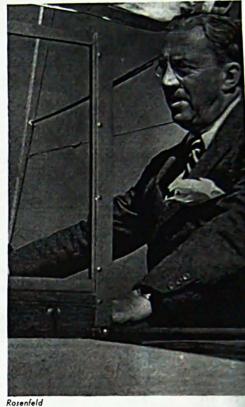
Clifford Mallory had been one of the leaders in yachting since the World War, and became internationally known as president of the North American Yacht Racing Union from its formation (largely the result of his own vision and effort), in 1926, to 1935. Before that he had served for several terms as president of the Yacht Racing Association of Long Island Sound.

All his life Mr. Mallory was identified with yachting and with shipping. His family for



One of the trim new 19-footers of the Sakonnet Class swinging her 200 square feet of sail in a fresh breeze. Below, the "Cocktail Fleet" prams have raced in Marblehead Harbor through the winter





Clifford Day Mallory

several generations was engaged with ship building and ship operation, and he himself had served as an executive in the Mallory shipping interests, first in the Mallory Steamship Company and later as president of his own company, C. D. Mallory & Co., while in the World War he served the United States Shipping Board as assistant director of operations. Thus his interests were all with the sea and ships.

It was natural that he should take up yacht sailing at an early age, and he was closely identified with the sport all his life. The list of yachts he has owned and sailed were many, of all classes, from small boats to the New York "50" Mystic, and the Twelve-Metre Typhoon. He raced in England, in the Six-Metre and other classes, and on the West Coast, and he was known as an excellent helmsman and sailor. For the last few years his name has always been associated with a number of boats which have all been called Bonnie Dundee.

For five years, from 1930 to 1935, he was commodore of the Indian Harbor Yacht Club. His other yacht club affiliations were with the New York Yacht, the Seawanhaka Corinthian, the Cruising Club of America and the Royal Nassau Sailing Club. An appreciation of the place Mr. Mallory held in the hearts of American yachtsmen, and of what he has done for the sport appears on page 59 of this issue of YACHTING.

Small Boats Flourish at Sakonnet

Sakonnet, the little harbor and summer colony at the southeasterly corner of Rhode Island, took the New England hurrisons of 1938 right on the stem head. Of the first of small boats which had been built up during the two previous sessons, there was little left of the blow was one of the state was little left.